

PARK, DAVIES & CO.  
DRUGS  
PHARMACEUTICAL  
PREPARATIONS  
Stocked by  
ANDERSEN, MEYER & CO., LTD.  
Hongkong.

# The SUBSCRIBER'S COPY Hongkong Telegraph.

(ESTABLISHED 1881).

69133 六月五日英港香港

SATURDAY, MAY 15, 1920.

日廿九三 SINGLE COPY: 10 CTS.  
\$35 PER ANNUM.

THE LAST WORD  
KNOX MARINE  
MOTORS 40H.P.  
Agents  
ANDERSEN, MEYER & CO., LTD.  
Hongkong.

## STOP PRESS TELEGRAMS.

### THE MEXICAN REVOLUTION.

#### WITHDRAWAL OF U.S. FORCES URGED.

Vera Cruz, May 12.  
The rebels are unable to dislodge Carranza from San Marco. The American Consul at Vera Cruz states that foreigners are not being molested, and conditions are becoming normal. He advises the withdrawal of American naval forces to avoid possible friction.

#### CARRANZA CAPTURED.

New York, May 12.  
A message from El Paso says Carranza was captured near Apizaco, including his whole convoy. Obregon has ordered his safe return to Mexico City.

Practically the whole of Mexico is now in the hands of the revolutionaries.

#### NEW GOVERNMENT WANTS RECOGNITION.

Washington, May 12.  
The Mexican Revolutionary Government is arranging to ask immediate recognition by the United States.

### THE BOLSHEVIK DANGER.

#### PROPAGANDA IN PERSIA.

London, May 13.  
The Times' correspondent at Teheran says that the Bolsheviks are actively spreading propaganda in Persia against the British. He declares that the vacillation of the Allies towards the Reds, combined with a postponement of reforms in Persian Administration, is producing internal difficulties. The authorities fear an outbreak of anarchy.

#### HEAVY FIGHTING.

Warsaw, May 12.  
The Bolsheviks on May 10 re-crossed the Dnieper re-inforced by fresh troops from the north and south. They violently attacked the Polish positions defending the approaches to Kieff. The Poles maintained the positions, capturing two enemy battalions. Enemy aeroplanes bombed Kieff.

#### REDS BEING DRIVEN BACK.

London, May 12.  
A Polish communiqué indicates that the Reds are being steadily driven from the region between the Dniester and the Dnieper.

#### REVOLUTION IN MOSCOW?

London, May 12.  
There has been a significant silence in the Moscow wireless since May 9, when it broke off in the middle of a message. This is interpreted as indicating fresh revolution, owing to the Polish successes. Confirmatory evidence has been received from Copenhagen, where private telegrams report great revolutionary developments in Moscow. Many fires have occurred and military depots have been destroyed.

### IRISH OUTRAGES.

#### FURTHER MURDERS REPORTED.

London, May 12.  
Two policemen have been shot dead and one wounded in a suburb of Cork.

#### LATER DETAILS.

London, May 12.  
When boarding a tramcar in an eastern suburb of Cork, a deadly volley was poured on three constables. Two were instantly killed. The third was hit, but ran off. He was re-hits and seriously wounded but reached the Police Station. A number of passengers and a conductor had the narrowest escapes. The windows were shattered. There were no arrests.

#### A BRAVE HOUSEMaid.

London, May 12.  
Sinn Feiners' entry into a residence at Clonliffe, County Mayo, was resisted by an armed housemaid, who, although fired on and wounded, returned the fire and drove off the raiders.

#### MORE VIGOROUS POLICY.

London, May 12.  
The Daily Telegraph declares that well-informed men are explaining Mr. Bonar Law's statement, cabled earlier, as foreshadowing a more vigorous policy towards Ireland as regards the suppression of lawlessness. Meanwhile, the latest news from Ireland reaffirms that every concession and every move bearing the semblance of concession is interpreted by the assassins as weakness and is merely encouraging the whole army of criminals, who now have Cork, Clare and Kerry at their mercy.

Sir Hamar Greenwood, interviewed in Dublin, giving instances to show he is a friend of Ireland, said since his arrival he had not signed a single deportation order but had released many arrested on suspicion, including Alderman O'Brien. He added there was perfect unanimity in the Irish Executive.

#### COAL PRICES.

#### ANOTHER STRIKE POSSIBLE.

London, May 12.  
It is declared that the miners regard the increased prices of coal as the first step to decontrol of the industry and are therefore contemplating a strike. The Labour Party in the House of Commons is challenging the increases.

### GERMAN SHIPPING.

#### A BERLIN DECISION.

Berlin, May 12.  
The German Government has ceased giving permission for German ships to voyage between foreign ports with a view to ensuring German tonnage to be used in the country's economic needs.

#### GERMAN TROOPS IN NEUTRAL ZONE.

Berlin, May 12.  
The French General Nollet has been despatched to investigate the German semi-official statement that German troops in the neutral zone are now one battery and one cavalry squadron under the number allowed.

## REUTER'S TELEGRAMS.

### FRANCE AND CHINA.

#### M. PAINLEVE'S JOURNEY.

London, May 11.  
Interviewed by the Paris correspondent of the Globe, M. Painleve, who is starting to-day for Peking, said that the main object of his journey was to maintain and develop French influence in the Far East by increasing the intellectual, scientific, and technical relations between France and China. None of France's Allies need take umbrage at such endeavours; all nations would participate in a friendly co-operation in the great efforts China was making to adapt itself to modern conditions, and to develop its vast resources. He opined that China would surprisingly and rapidly modernise herself and play an immense part in the history of the world of the future.

### SIR JOHN JORDAN.

#### AUDIENCE WITH THE KING.

London, May 11.  
Sir John Jordan, upon relinquishing his appointment as Minister in Peking, had an audience with H.M. the King at Buckingham Palace.

### FUNDS FOR CHINA.

#### A CONSORTIUM FORMED.

Washington, May 11.  
The State Department formally announces the organisation by Britain, France, Japan and the United States of a Consortium to provide China with funds to permit her to proceed with economic and industrial development. The American representation consists of thirty-one banks.

### AMERICAN SHIPPING.

#### BIG SALE TO COMPANIES.

Washington, May 11.  
The Shipping Board announces that nine cargo boats of an aggregate deadweight tonnage of 57,732 have been sold to American Shipping Companies for \$11,500,000.

#### AEROPLANE THREE MILES UP.

### AND CARRIES THREE PASSENGERS.

Washington, May 11.  
It is reported from El Centro, California, that the Egyptian Lowell Smith aeroplane with three passengers reached an altitude of 17,160 feet.

### EARLIER TELEGRAMS.

#### ADMIRAL SIMS' CHARGES ANSWERED.

Washington, May 11.  
Replying to Admiral Sims' charges, Mr. Daniels told the Senate Committee that Admiral Sims belittled the work of the American Navy in contrast to the work of the British Navy, because he coveted British honours. Mr. Daniels declared that Admiral Sims in war-time failed to appreciate the paramount importance of protecting transports.

Mr. Daniels contended that if anybody in the Navy Department had been anti-British, Admiral Sims, who was well-known to be pro-British, would not have been sent to London. Mr. Daniels preferred the "bold and audacious policies" of the Navy Department which, he declared, were delayed owing to Admiral Sims' opposition and the British Admiralty's lack of faith in the practicability of some of them. Mr. Daniels concluded, urging the continuance of Anglo-American mutual co-operation which in war-time had led to esteem and fellowship.

### FOR RELIEF OF EX-SERVICE MEN.

Washington, May 14.  
The Republican members of the House of Representatives at a meeting of the Ways and Means Committee abandoned the proposal to tax retail sales one per cent. in order to raise funds for the relief of ex-Service men.

### S.S. ANGHIN.

Colombia, May 14.  
The steamer Anghin has arrived here. The fire is still burning. The steamer is carrying a cargo of beans. Surveyors have been called in.

### AMERICAN "BLUEBEARD" SENTENCED.

Los Angeles, May 14.  
Watson, the American "Bluebeard," pleaded guilty to a charge of murder. He was sentenced to life imprisonment yesterday on the occasion of the estate between his brother and his first anniversary of students' nephew.

## TO-DAY'S CHINESE TELEGRAMS.

### THE POLITICAL CRISIS.

Peking, May 14.  
Chow Shu-mo has agreed to organise a new Cabinet with Tsao Yu-lin as Minister for Foreign Affairs and Luk Chung-yu Minister for Finance.

It is interesting to note that Tsao and Luk have been greatly criticised by the students on the military pact and the Shantung question.

Shah Ching-ping, the Minister of the Navy, has agreed to act as Prime Minister for ten days. He will not be responsible for the actions of the Ministries for Foreign Affairs and Finance.

Shanghai, May 14.  
It is reported that the On Fook Party will, during the time it acts for the Cabinet, reply favourably to the Japanese notification, and will instruct Tsao Yu-lin and Luk Chung-yu to negotiate Japanese loans, and also make peace with the Republican Party in Shanghai.

### OUR PEKING LETTER.

day in China, which is the equivalent title to the day on which Tsao Ju-lin was driven out of office by the students attacking his

residence and also by the fact that the demonstration planned for May 7th, the day of national humiliation, has been called off. While speaking of student activities it should be mentioned that the military authorities are alarmed over the discovery that the students have been attempting to carry out a propaganda among the troops in the North. This propaganda is decidedly Bolshevik in tendency also.

The President's garden party at Yin Tai on Saturday afternoon was a very interesting event. The diplomatic body was present in full force and the number of other foreigners was very large indeed. President Hsu greeted the dozen of the diplomatic corps and afterwards chatted with old friends, foreign and Chinese.

The Shantung issue has been raised again by Mr. Obata having presented a note to the Warcharou intimating that Japan is in receipt of the German documents relating to Kiao-chau and suggesting that the Chinese Government should take up the matter with a view to final settlement. This has roused the people and press. The latter is clamouring for the notes from Japan to be returned. Such an extreme course will not be adopted but it has been recognised that the Japanese communiques demand a reply. It is intended to reply to the Japanese government that the Chinese Government welcomes the intention of the Tokyo authorities to restore Kiao-chau to China but it does not see that there is any need for negotiation. All that has to be done is for Japan to intimate the date on which her troops will be withdrawn and China can then take over.

Needless to say, this is not the kind of answer that Japan is anxious to have from China. Aviation would appear to be making some progress in China. Last Friday an Avro aeroplane flew from here to Tientsin and back in excellent time, and on Friday a Handley Page will be taken to Tientsin and back, carrying mails and a number of passengers among whom will be the British Minister.

The weekend was interesting. Masonically when the Scottish Rite Bodies held their spring reunion and conferred the higher degrees on a fairly large class culminating with the working of the 31st and 32nd degree at the Temple of Heaven, the 32nd being given in the open on the Altar of Heaven. Needless to say, it was a most impressive ceremony.

### X-RAY PIONEER'S ESTATE.

Dr. Cecil Rupert Chaworth Lyster, of Gordon-mansions, Francis-street, W., and of Bickerstaffe Hall-mansions, Marylebone-road, W., one of the pioneers in X-ray investigation, who died from the effects of exposure to the rays during his work on January 26, agreed that if their colleague at Shanghai would agree to resume £2,000, with net personality £2,682, on May 10 they would do likewise. That they are inclined to go slowly is indicated by the fact that they did not demonstrate physics, and the residue of his

first anniversary of students' nephew.

[In connection with the above announcement it is interesting to recall that in a recent interview the Director of Public Works stated that the Hongkong Hotel building was 107 feet in height and that he would favour a maximum of 100 feet on the old Post Office site.—Ed. H.K.T.]

ONLY 4,500 QUALIFIED DENTISTS.  
At the annual meeting of the Royal Dental Hospital for London it was mentioned that there were only 4,500 duly qualified men on the dental register. The committee favoured employment of women for child treatment.



## NOTICES

# Piano Tuning

European Expert Tuners  
at Your Service

Moderate fees, guaranteed work.

Place your piano in our care. We will keep it in first class order for a small yearly subscription.

S. Moutrie & Co., Ltd.

Chater Road.

**COOKING RANGES**  
**BRITISH**  
**MANUFACTURE.**



DOVER Nos. 6, 7, 8 & 9.  
Also No 8 with side boiler.

DURBANIAN:

A Large Size Range Suitable  
for a Hotel. Prices to Suit All.

C. E. WARREN & CO., LTD.

No. 30-32, Des Voeux Road, Central.  
Established 1910.

### HEALTH against SICKNESS

THE HING WAH PASTE MANUFACTURING CO., LTD.  
HEAD OFFICE: No. 10, 47 & 49 Connaught Road Central. Tel. No. 2230.  
BRANCH OFFICE: Shanghai, No. 431, Nanjing Road.  
FACTORIES: Hongkong, Main Street, Causeway Bay, and Shanghai, No. 71, North Soochow Road.

"UNIVERSAL IMPORT & EXPORT CO."  
General Commission Agents.

### IMPORTERS & EXPORTERS.

Hotel Mansions, Rooms 25, 26 & 27 - P. O. Box 343.

Telegraphic address: UNIMPEXCOY HONGKONG.

Telephone Number: 3422.

Code used: ABC 5th edition.

AZ French edition.

THE COMING HOT DAYS WILL CALL FOR  
REFRESHING BATHS.

WE ARE NOW CARRYING LARGE STOCKS  
OF  
HIGH QUALITY BATH SOAP

EAU DE COLOGNE,  
AT ATTRACTIVE PRICES.

THE COLONIAL DISPENSARY

14, Queen's Road Central.

Tel. No. 1877.

### THE BRIGHT FRESH EYES OF YOUTH CAN BE YOURS AGAIN BY THE USE OF CROOKES' GLASSES.

N. LAZARUS.

OPTHALMIC OPTICIAN.

28, Queen's Road Central.

HONGKONG.

Prescriptions accurately filled.

## NOTICES

# LANE, CRAWFORD & CO.

ESTABLISHED 1850.

### MILLINERY

GOWNS

BLOUSES

SHOES

LINGERIE

SUITS

COATS

### SUNSHADES.

MISSES AND CHILDREN'S  
CLOTHING AND SHOES.

ICE HOUSE STREET  
AND  
CHATER ROAD  
TELEPHONE 1741.

### INCENSE AND CANDLES.

### BISHOP'S OBJECTIONS TO VICAR UPHELD.

### A GREAT DRAW.

### THE CINEMA IN THE FAR EAST.

Hilda M. Love writes from Siam to the *Daily Mail*:

Charles Chaplin rules the visible muscles of the East, even as he does those of the West. He is the com'c king of the Celestials. His poster outside a Chinese picture palace is as great a draw as his electrically lighted figure in the Strand. The children imitate him in their games just as the Western youngsters do, begging for coins to go to see their idol.

Sentiment on the film is received in comparative silence by the Chinese, but a night a motor-car or horse brings the hall to its feet with yells of delight. When the villain is practising stealthy craft a low growling hiss greets his efforts, often a hiss of pure enjoyment, that the fight, the struggle — whether it be the heroine or the hero who participates in their greatest joy, and to the newcomer their blood-curdling, deep-drawn baw of excitement is not exactly pleasant hearing.

War pictures a year or so out of date — and almost always American — still appear, the armistice celebrations in New York being the latest instalment.

The orchestra makes no attempt to adapt itself to the action or theme of the screen. It is a thing of fear and wonder as it wanders through pigeon rag-time and Scottish airs, braying with all its force, at the wrong moments, relying solely on noise of attention.

Garishly decorated are the interiors of the cinemas, making a lurid setting for the startling colours worn by the spectators, who represent practically every race of the East. Chinese women are there with their little smug-faced babies, while among the Europeans in the gallery sit the more genteel Celestials with their great flashing diamonds.

It has even ousted the once popular *Wai Ang* — that ancient form of open air theatre given for the free enjoyment of the populace by some wealthy Chinese merchant on the completion of an extra good business deal.

But in these speedier times the Chinese "wearies" of *Wai Ang* dramas that last for a week, a whole evening instalment taking place with hardly any movement on the part of the richly garbed painted boys in women's roles, who shrilly sing the hours away with high falsetto voices.

Evidently it is the fashion to bring one's war trophies into publicity on such an occasion, for one sees a Chinese with a couple of shell cases placed ostentatiously on the small table before him, or a Siamese woman seated beside a returned warrior, proudly twirling a German helmet on her raised hand during the interval.

The cinema has won first place among all Eastern entertainments.

Far more is the Chinaman attracted by the lurid posters that invite him to see the powerful, amazing, gripping, suspenseful play "The Parisian Tigris," a story of smiles and tears, massive sets, gorgeous gowns, stupendous chivalry, love, hate, and beauty.

Also big scenes and big fights, both personal and mob. Especially when this is followed by the fifteenth episode of "the smashing serial "Harem and Hokum," a picture with a beautiful story fit to appear as the principal feature!"

Up to the remote river villages the cinema penetrates, travelling by junk into the interior. In the darkness its semi-naked eager audience squat on their brown haunches on the earth, while the hoarse croaking of the nightjars and the shrill singing of insects in the surrounding jungle make a strange orchestra for the old English story of "Comin' Through the Rye."

### Watson's

### HYGIENOL

A powerful disinfectant, germicide and deodorant.

Extremely economical in use most effective in operation.  
Per Gallon \$2.25.

A. S. WATSON & CO., LTD.  
HONGKONG DISPENSARY.

### SUMMER DISPLAYS

AT

### WHITEAWAYS

### NEW DRESSES

### NEW BLOUSES

### NEW HATS.

We are now Showing a Splendid assortment of Ladies Ready-to-Wear dresses in Muslin, Voile, Silk, etc.

Price from  
**\$5.75 to \$22.50.**

READY-TO-WEAR BLOUSES

In the latest styles, New Jumpers, etc. etc.

**\$3.75 to \$12.50.**

READY-TO-WEAR SUMMER SKIRTS.

Good Washing Material

**\$3.75 to \$9.75.**

READY-TO-WEAR CHILDREN'S SUMMER DRESSES, OVERALLS, ETC. ETC. All Sizes.

**\$1.75 to \$4.50.**

### NEW READY-TO-WEAR HATS.

A large and varied stock of all the latest in smart hats for present wear, at extremely reasonable prices. Call and inspect.

**\$2.75 to \$12.75.**

NEW VEILINGS AND NEW NECK WEAR

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road Central.  
HONGKONG.

## FOR PHILATELISTS.

## EXCHANGE.

## PUBLIC AUCTIONS.

## NEW ADVERTISEMENTS.

## ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

## ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THIS COLUMN WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAII BOX NO.:

## FIRST ARMENIAN STAMPS.

Now that the Republic of Armenia has received the formal recognition of the Paris Conference, national post office has been established. The first examples of Armenian postage stamps have reached London from Erivan in the guise of a tentative set of Russian adhesive converted to local use by means of a hand-stamped overprint in Sanskrit characters "H.P." representing "Haygagan (Armenian) Post" enclosed in an upright frame. The stamps thus treated comprise 15 denominations, from 2 kopeks to 10 roubles, in the Arms-type of Russia, 1908.

II, the imprint existing in two types viz., large and small. A surcharged provisional 60c. on 1 kopek is included in the series, which is composed partly of perforated and partly of imperforate stamps. In the first instance the overprint was applied in violet ink, but as this did not show up distinctly enough on some of the stamps it was abandoned in favour of black. The issue is said to have been current for a few days only, and has already been superseded by stamps of definite design, printed in Paris. Certain values of the

provisional series exist only in very limited numbers, as few as 200 copies of high values having been prepared.

The neighbouring Caucasian Republic of Georgia has been provided with some additional high-value postage stamps, supplementing those in kopek denominations introduced last year. Inscribed "Republique Géorgienne," lithographed in large format, and perforated, the new 2, 5, and 10 roubles stamps bear a vignette of the figure of a young girl wearing a white veil, seated, with her right hand supporting a slender lance, and her left resting upon a shield emblazoned with the national arms of "La Géorgie" (St. George crossing the Black Mountains).

GERMAN AND FRENCH ISSUES.

A new 30pf. postage stamp in the design of the 25pf. of the National Assembly issue has been issued by the German post-office, printed in orange and lilac. A jury composed of 23 eminent artists and designers has been appointed to select from among the numerous entries in the national competition the most suitable designs for the new general postage-stamp series of the Republic.

Changes in the designs of the French postage-stamps from 50 centimes to 5 francs are to be foreshadowed, and it is probable that new denominations may be introduced at the same time. On the other hand, in view of the delay which has occurred since the project was first put forward, all idea of creating a series of Victory commemorative stamps has now been abandoned.

A third design has been incorporated in the latest Bavarian postage-stamp series. It was used for the values 50, 60, and 75 pf., and shows the figure of a husbandman sowing seed. The Bavarian stamps will cease to circulate on April 1, when the post-offices of Bavaria and Wurtemberg will be absorbed in the general German postal organization.

To commemorate the final ratification of peace with the Allied Powers, the Hungarian Government caused 25 values of the contemporary postage-stamps to be overprinted with the device of a sheaf of corn on the "low" values, and two ears of corn on the high, together with the date "1919." A new series of postage due stamps is also appearing here.

## ROYAL SOUVENIRS.

The arrival of the Prince of Wales at Barbados coincides with the appearance of the new Victory stamps of the Colony. As hon. president of the Royal Philatelic Society, the Prince is keenly interested in stamp-collecting matters, and will doubtless gather many interesting philatelic mementoes of his tour. It is even possible that special stamps may be created, as was done for King George when as Duke of York he touched at the island of Trinidad in 1891. Four sets only, of seven contemporary stamps of the Colony, were on that occasion surcharged "91," and presented to the Royal philatelist as a souvenir of his visit. A set of these Royal souvenirs, which, by the way, were never issued to the public, sold at the Red Cross stamp auction a year or two ago for £52.

Mr. Frederick J. Melville, president Junior Philatelic Society has just compiled the first de-

Opening Rate: closing Rate on Page 10.

## SELLING.

T.T. 4/-  
Demand 4/-  
30 d's 4/-  
60 d's 4/-

4 m's 4/-  
T/T Shanghai Nom.  
T/T Singapore 175  
T/T Japan 136  
T/T India 192  
Demand, India 192  
T/T San Francisco & New York 774  
T/T Japan 199  
T/T Marks Nom.  
T/T France 11.90

Demand, Paris —

## BUYING.

4 m's. L/C 4/-  
4 m's. D/P 4/-  
4 m's. L/C 4/-  
30 d's. Sydney and Melbourne 4/-  
30 d's. San Francisco & New York 791  
4 m's. Marks Nom.  
4 m's. France 12.50  
6 m's. France 12.70

Demand, Germany —

Demand, New York 774  
T/T Bombay 192

Demand, Bombay —

T/T Calcutta 182

Demand, Calcutta —

Demand, Manila 180

Demand, Singapore 175

On Haiphong Nom.

On Saigon Nom.

## SUBSIDIARY COINS.

Hong Kong 50 cts. pieces \$2.50 dis.

10. \$2.50 dis.

5. \$9.10 dis.

Canton subcoins \$4.35 dis.

## EASY DIVORCE.

NEW YORK RECTOR'S PROTEST.

New York, March 25.—An interesting contrast appears between the present agitation in England to extend the grounds of divorce and the opinions expressed at a Lenten service by the Rev. Dr. William M. Manning, Rector of Trinity Church, New York, the wealthiest Anglican parish in the United States.—Dr. Manning strongly advocated a federal law governing all divorce actions, and demanded the cessation of easy divorces and the abolition of the conditions obtaining in certain States, such as Nevada, where divorces may be had with comparative ease in six months' time. Declaring that the subject was most pressing, Dr. Manning, himself a native of England, said: Our present system of easy divorce is, in some respects, less moral than polygamy. He added that many so-called marriages amounted to nothing less than legalized free love. In some States the said grounds for divorce are such that the marriage relation is terminable at will. Such a bond is not a foundation upon which civilized society can endure. To say that men and women are to live together only till the time when with legal sanction, they separate to form new alliances as often as they please, means practically to abolish marriage and substitute a system of legalized free love. This is the situation which as a nation, we have reached. From my own ministerial and pastoral experience, I am convinced that if the divorce courts were abolished, an overwhelming majority of those seeking divorces would find it possible to live together with reasonable contentment, and many would find full happiness and the reward of faithful married life. The pastor quoted statistics showing that the number of divorces in Manhattan Island alone in 1919 exceeded those of the previous year by 50 per cent.

tained catalogue of aero stamps. It describes, with illustrations, all the special postage stamps issued up to date for use in franking letters for transmission by air post. There are aero stamps from Austria, Canada, Colombia, Germany, Hungary, Italy, Japan, Newfoundland, Tunis, and the United States.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 21st May, 1920,  
commencing at 11 a.m.  
at their Sales Rooms, Duddell Street

(For accounts of the concerned)

1717 bags ANTIMONY ORE  
(Stored at Kowloon Godown)  
1720 bags ANTIMONY ORE  
(Stored at West Point Godown)  
(total weight 3712 piculs)

Inspection orders can be had from undersigned

Terms: Cash on delivery.

LAMMERT BROS.  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 10th, May, 1920.  
commencing at 11 a.m.  
at their Sale Rooms, 6 Duddell Street:

5 casks Soft Soap  
5 bags Soda Ash

1 Bacon Slicer  
2 cases Imitation Vermillion  
9 barrels Ship Varnish  
8 drums Bright Red Anti-fouling Composition Paint  
1 cases Pickles

4 cases Jelly

Terms: Cash on delivery.

LAMMERT BROS.  
Auctioneers.

## PUBLIC AUCTION.

By order of the Mortgagors  
Mr. Geo. P. Lammert has received instructions to sell by PUBLIC AUCTION

on FRIDAY

The 1st day of May, 1920.  
at 3 p.m.

at his Sales Room, Duddell Street, Victoria, Hong Kong.

The following valuable Leasehold property situate at Victoria in the Colony of Hong Kong, viz.—

ALL THAT piece or parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUB-SECTION 1 of SECTION C OF INLAND LOT No. 1417 Together with the messuage erected thereon known as No. 20 Aberdeen Street, Victoria aforesaid. Term 999 years created by a Crown Lease dated the 16th day of June 1898. Proportion of Annual Crown Rent \$600. Area about 922 Square feet.

For further particulars and conditions of sale apply to JOHNSON STOKES & MASTER

Prince's Building, Ice House Street, Hong Kong  
Solicitors for the Mortgagors, or to

Mr. GEO. P. LAMMERT,  
The Auctioneer.

Hong Kong, 7th May, 1920.

## COMMERCIAL NEWS.

AUSTRALIA'S PRECIOUS METAL.

Among the most valuable minerals in the world, more precious either than platinum or gold, is Osmiridium, now being joined in Tasmania, according to reports just received, from Hobart. Tasmania is the only region outside of Russia where these deposits have been found

in situ, and it is said to yield 240 per ounce. According to references to this metal in the Mines Office in Colombo, its value consists mainly in the fact that it is capable of being tempered to a very great hardness, providing points for pens and serving

purposes that can be effected by no other metal. The product occurs in grains and also in powder. Means have been discovered for utilizing the latter as well as the former. This does not appear to be a new discovery in Australia, however, the report of the Chief Inspector of Mines for 1912 showing a production of 759 ounces at a total value of £5,742. In 1911, 272 ounces of the metal were produced. The first discovery of this metal in Australia was apparently in New South Wales.

tailed catalogue of aero stamps. It describes, with illustrations, all the special postage stamps issued up to date for use in franking letters for transmission by air post. There are aero stamps from Austria, Canada, Colombia, Germany, Hungary, Italy, Japan, Newfoundland, Tunis, and the United States.

## NEW ADVERTISEMENTS.

## MILKMAID

## STERILIZED

## NATURAL

## MILK (COLORED LABEL)

## POURS

## OUT OF THE TIN

## PACKED BY NESTLES

## IN TWO SIZES

1/4 pint 1/2 pint

## OBTAINABLE EVERYWHERE

## NOTICE.

## NOTICE.

## HONGKONG CRICKET CLUB.

## TENNIS TOURNAMENT.

Final of Championship Singles  
Final of Championship Doubles  
Challenge Round of Championship Singles.

RESERVED SEATS to witness these matches may now be booked with Messrs. Moutrie & Co. Price \$1 each.

TEA DANSANT AND DINNER DANCE

to be held

SATURDAY, MAY 15th.

SUNDAY, MAY 10th.

Orchestral Concerts during

Tiffin and Afternoon.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 19th May 1920

commencing at 11 a.m.

at their Sales Rooms, 6 Duddell Street.

100 cases Salamander U.V.P.

Brandy 10 Tree Star

Brandy MacLaren's Dry Gin

Gin Old Tom

Gin Merveille's Peppermint

Sherry Jamaica Rum

Burgundy Creme de Menthe

Angostura Bitters

Champagne Biscuits

Wednesday, the 19th May 1920

terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received instructions from Messrs. Thorson & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920.

commencing at 3 p.m.

at their Sales Rooms Duddell Street.

The Steamer "DAGMAR"

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 346 together with the messuage erected thereon known as No. 15 Mosque Street, Victoria aforesaid. Term 999 years created by a Crown Lease thereof dated 11th April 1855. Annual Crown Rent \$1.24. Area 1,440 square feet.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to

LAMMERT BROS.

Auctioneers.

or

Messrs. THORESEN & CO.

The Auctioneers.

Hong Kong, 14th May, 1920.

## THE WAR PROFITS TAX.

## MANCHESTER CHAMBER'S VIEWS.

The Manchester Chamber of Commerce, together with representatives of other Lancashire Chambers, gave further consideration recently to the proposal to levy a tax on increases of wealth during the war. At a similar meeting in Manchester three weeks before, Lord Colwyn, chairman of the Royal Commission on the Income Tax, said that he considered such a

levy perfectly fair and reasonable; and although the general opinion of that meeting was obviously different, the resolution finally adopted was a comparatively mild recommendation that taxation of current profits and current income, and not the confiscation of capital should be the means employed to reduce the National Debt, apart from existing duties and taxes.

At yesterday's meeting, in the absence of Lord Colwyn, the speakers were unanimous in their denunciation of the proposed levy, and the following resolution was passed without opposition:

That this meeting, consisting of representatives of Bolton, Burnley, Bury, Liverpool, Manchester, Oldham, Preston, and Warrington Chambers of Commerce, considers—

(a) That the proposal to levy a tax on increase of wealth during the war, is both unsound in principle and impracticable in operation. The proposal is disturbing the confidence of traders throughout the country and checking the expansion of British trade.

(b) That, apart from the existing duties and taxes, further revenue, which it is recognised is needed for reduction of the National Debt, should be provided gradually by taxation of current profits and current income, and not by confiscation of capital, which is so necessary for the maintenance and development of industry.

## A SHOCK TO CONFIDENCE.

The resolution was moved by Mr. Edwin F. Stockton, president of the Manchester Chamber, who repeated the arguments he had already advanced against the proposal. Since the previous meeting, he said, he had been besieged with letters from various trading sources, in addition to many personal interviews. In every case the gravest alarm was expressed at the seriously damaging effect upon trade which was already being caused by the mere discussion of the proposals before the Select Committee of the House of Commons. This further meeting had therefore been called in order to make an emphatic protest against suggestions which were generally believed to be not only unsound in conception but impracticable in operation. They would cause irreparable chaos and damage to trade and entirely disorganise the whole business community. If the members of the Select Committee were to pay a visit to the Manchester Royal Exchange at the present time they would readily see how severe a shock to the confidence so essential to trade had already been dealt, and he did not hesitate to say that the feeling of uncertainty brought about by these proposals was a grave menace to the maintenance and development of commerce.

To attempt to extract capital from trade and industry under the changed conditions now existing would bring about all sorts of difficulties. Production would be considerably reduced, our export trade would be restricted, and serious unemployment in every branch of industry would inevitably result. The great rise in prices, "Lyric Pieces."

had naturally employed all available capital, and to deprive traders of any portion of this would operate harshly. It had been stated that certain people had amassed, by various speculations, huge fortunes as a direct result of the war. If these speculators could be relieved of their easily-gained wealth without the risk of inflicting injustice to the mass of traders no business man would complain, but under no consideration could they afford to risk the prospect of so damaging the interests of trade as would inevitably happen under the present proposals.

## OBJECTIONS BASED ON GREED?

The motion was seconded by Mr. J. P. Rudolf, vice president of the Liverpool Chamber of Commerce, who, he said, had previously passed a similar resolution Alluding to the Board of Inland Revenue's estimate that the values in the hands of individuals had increased by £1,000,000,000 during the war, he observed that although on paper that might be true, everyone knew that the currency to-day was worth in goods only about half its pre-war value. To suggest that the nation was worth £4,000,000,000 more in 1919 than before the war was absurd. But assuming it to be correct, what would be the advantage of the suggested levy? If the £1,000,000,000 which might be raised were left in the hands of the trading community it would probably bring at least 10 per cent or £100,000,000 a year. Of that amount £50,000,000 would

probably be turned to the Government in the way of taxation and revenue. In other words, the sum obtained by the levy would be almost offset by the revenue that would be lost each year. Further, that money in the hands of the trading community would become considerably more in a short time and the profit to the nation after a few years would probably exceed anything which it could gain by the capital levy. (Hear, hear.) Such a levy, he considered, would have very little effect in the direction of reducing prices.

After several speakers had supported the resolution Mr. Harold Briggs, M.P., said that the feeling of the House of Commons was that Lancashire had been making very big profits out of the war, and the House was apt to think that the expressions of opinion from the chambers of commerce were really based on greed. He wanted this meeting to show that it was not a question of greed but of method, and that they recognised that they owed it to the country that they who had stayed at home should bear the cost. For that reason the President's resolution, because of the second clause, had his hearty support.

## GENERAL NEWS.

## BACH AND GRIEG AT 7.

Barbara Mary Beaver, the seven-year-old daughter of Mr. Arthur Beaver, a music teacher, of 173, Osmaston-road, Derby, has a remarkable command of pianoforte technique, and "simply loves Bach." She developed a surprising vocal gift, and 42 years ago sang to the wounded soldiers in the Derbyshire Infirmary. At four she could play by ear such compositions as Robinstein's Melody, Elgar's Salut d'Amour, and portions of Schubert's Unfinished Symphony.

She began her piano lessons before her sixth birthday, and after a few months' training passed the primary examination of the Associated Board of the R.A.M. and R.C.M. She plays Bach's "Inventions" with a finished touch, and is very happy in her rendering of Grieg's "Lyric Pieces."

## HONEYMOONS.

## LONG OR SHORT?

"Long honeymoons are a mistake. I have had endless opportunities of watching young couples on their honeymoon. Disillusionment comes long before the second week is over."

Here is the verdict of a country hotel proprietor who discussed the honeymoon question with a representative of the *Daily Chronicle*.

The hotel is in a district of the West Country popularly known as the "Honeymooners' Paradise."

The happiest guests who have stayed under my roof were the young couples who spent their war-time honeymoons here," the proprietor went on. "Leaves given for marriage rarely exceeded ten days, even in the case of senior officers, and very often it was merely a week-end.

"But these war-time honeymooners were delightfully happy. They have been succeeded by married couples who are returning to the habit of a three-weeks honeymoon.

"And a honeymoon of so long a duration is a mistake. Very soon the honeymooners get bored with each other; I have often noticed how glad they are to join fellow-guests in making up expeditions to beauty spots in the district.

"At the beginning of the honeymoon the young couple long to be alone; but very soon they take the opportunity for escaping from each other's society.

"My experience is that, if the average married couple could be persuaded into candour, they would confess that their honeymoon was the most miserable phase of their joint life."

The manager of a tourist agency said:

"My experience of honeymooners is confined mainly to young couples who want long Continental tours. Before the war it was quite common for a young man of moderate means to spend half his savings on a month or even six weeks' tour of the Continent.

In that time he took his bride to half a dozen countries, and I imagine the number of young couples who really enjoyed the test of new languages, new food, new conditions and constant travelling must have been smaller than is generally supposed.

To-day the continuance of passport restrictions and the enormously increased cost of travelling have practically killed the long Continental honeymoon. A week-end at Ostend or ten days in Paris is likely to be the most ambitious dream of the average young couple in the future. And probably the short honeymoon will prove, after all, to be the best.

A woman novelist said:

"The bride who wishes to keep her husband's romantic affection never faces the ordeal of much travelling. No woman looks her best after a long sea or train voyage. The seaside wife takes her husband to a jolly little hotel within a hundred miles of home, and cuts the honeymoon down to a very few days."

## PASSPORTS TO COST MORE.

From May 1 the fee to be paid for a passport issued in the United Kingdom is raised from 5s. to 7s. 6d. In 1914 the cost of a passport was 2s. Even at 7s. 6d., it is claimed, the cost of a passport in the United Kingdom will still be lower than in most other countries. Passports are

issued for two years, at the expiration of which period they can be renewed for 2s., and there is no present intention to increase this fee. Passports are no longer required for the Channel Islands

## SHANTUNG NEGOTIATIONS.

## FORCEFUL ACTION BY JAPAN FORESHADOWED.

In Chinese official circles it is anticipated that Japan intends to adopt more forceful measures with regard to the opening up of direct negotiations concerning Shantung. China's refusal to do so has already had a bad effect in Japan, and the Government appears to fear that unless China is compelled to settle the question with her direct the government's policy will come in for much criticism and will be pulled to pieces in the forthcoming election speeches. It was expected that a Japanese communication would be sent to the Chinese Government, but as far as can be learned it has not been delivered although it is anticipated that it might be sent in shortly. A majority of officials are of the opinion, however, that the attitude of Great Britain and other Powers, with reference to the Peace Treaty being revised will have considerable influence on Japan's actions toward this country concerning this question.

It is argued that if the Great Powers set themselves about revising the Treaty there is no reason why the Chinese should not expect that the Shantung award should also be revised. The Chinese who have this view think that it is only natural that the Japanese should try and force this country to come to a settlement before the revision of the Treaty takes place. They hold that the Japanese have learned since the Peace Treaty was signed that the world has had its eyes opened as to Japanese methods and to the manner in

which she has consistently worked against the interests of this country for the purpose of securing her own personal ends, and for this reason she would be in a very unfortunate position if she had to sit in a conference when such a question was being settled. The attitude of the American Senate, the lifting of the censorship on news, and the many investigations made by independent individuals, have caused such a revulsion of feeling in the minds of the people of Europe and America concerning Japanese activities in the Far East, and resulted in such expressions of distrust and suspicion that Japan has never stood in a worse position in the eyes of foreign people than she does to-day, despite the millions spent on propaganda. It can be easily understood when the above is taken into consideration why the Japanese would do anything to prevent the Shantung award being brought forward by China with a claim for its revision. It is known that the Japanese Minister has approached the Chinese authorities on the subject, but it is claimed that the communication he has presented within the past few days is the forerunner of a much stronger one. Whatever the nature of the communication that was presented, it came up for discussion in a recent Cabinet meeting when it was decided that no reply should be given to it for the present. It is because of this action of the Cabinet that those in well-informed circles hold the opinion that the "forceful" note has not yet been presented, news of which was sent to the Government from Japan.—Exchange.

## SURPLUS NAVAL OFFICERS.

In order to reduce the considerable surplus of officers which exists at the present time in some of the commissioned and warrant ranks of the Royal Navy it has been decided to offer special terms of retirement to officers of these ranks who retire voluntarily within a period of six months.

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACETYLENE AND

## ELECTRIC WELDERS.

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

## DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

## —THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

BUTTERFIELD & SWIRE, AGENTS.  
HONGKONG, CHINA & JAPAN.

## UNCLAIMED TELEGRAMS.

## THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Teckhap, from Amoy.  
Mr. Lin Hsueh Hung, c/o Tatung (Great Eastern Hotel), from Peking.

1129, 2639, 6794, 1648, 0934, 0445, 5714, 4545, 1122, from Shanghai.

Cole, from Shanghai.  
Elspim Molett, from Kobe.

Lantman, Hongkong Hotel, from Kobe.  
Quanyensang, Kwongshing-chawng, from Shanghai.

Helena, U.S.S., from Shanghai.

Dohchongpow Dozung Rice Co., from Shanghai.

Mrs. Woodford, Hongkong Hotel, from Amoy.

Fukkai Maru, from Tokio.

RP10, Dohchongpow Dabzung Rice Co., Thirdfloor Chongwai, from Shanghai.

Wing Lee Company, from Kobe.

N. LUND  
Act. Superintendent.  
Hongkong, May 13, 1920.

—

## EASTERN EXTENSION AUSTRALIA &amp; CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Almeida, from Manila.

Barretto, from Semarang.

Betty Crawford, from Singapore.

Charles Weber Seaman's Institute, from Lazarota.

Deonda, from Penang.

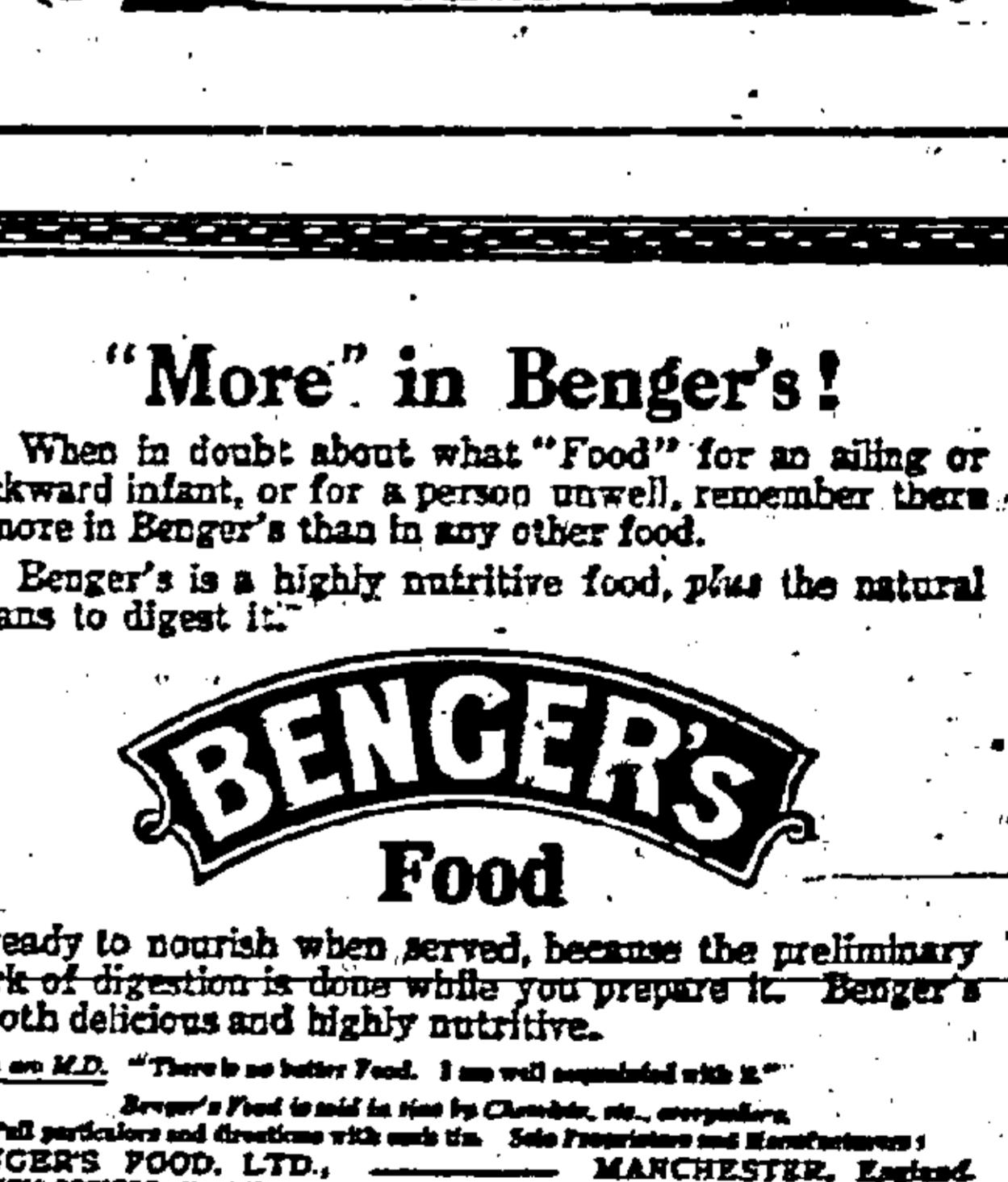
Harald Cravens Chief Engineer, c/o U.S. Consul a.s., Olymount, from Cambodge Mass.

Miss Georgina Hass, Astor Hotel, from Hongay.

Forman Barlow, Hongkong Hotel, from Richmond Va.

Oswald c/o American Consul, U.S.S. Helena, from Portsmouth N.S.

D. de H. FARRANT, Superintendent, Hongkong, May 13, 1920.



## "More" in Benger's!

When in doubt about what "Food" for an ailing or backward infant, or for a person unwell, remember there is more in Benger's than in any other food.

Benger's is a highly nutritive food, plus the natural means to digest it.

## BENGER'S Food

is ready to nourish when served, because the preliminary work of digestion is done while you prepare it. Benger's is both delicious and highly nutritive.

Please see M.D. "There is no better Food. I am well acquainted with it."

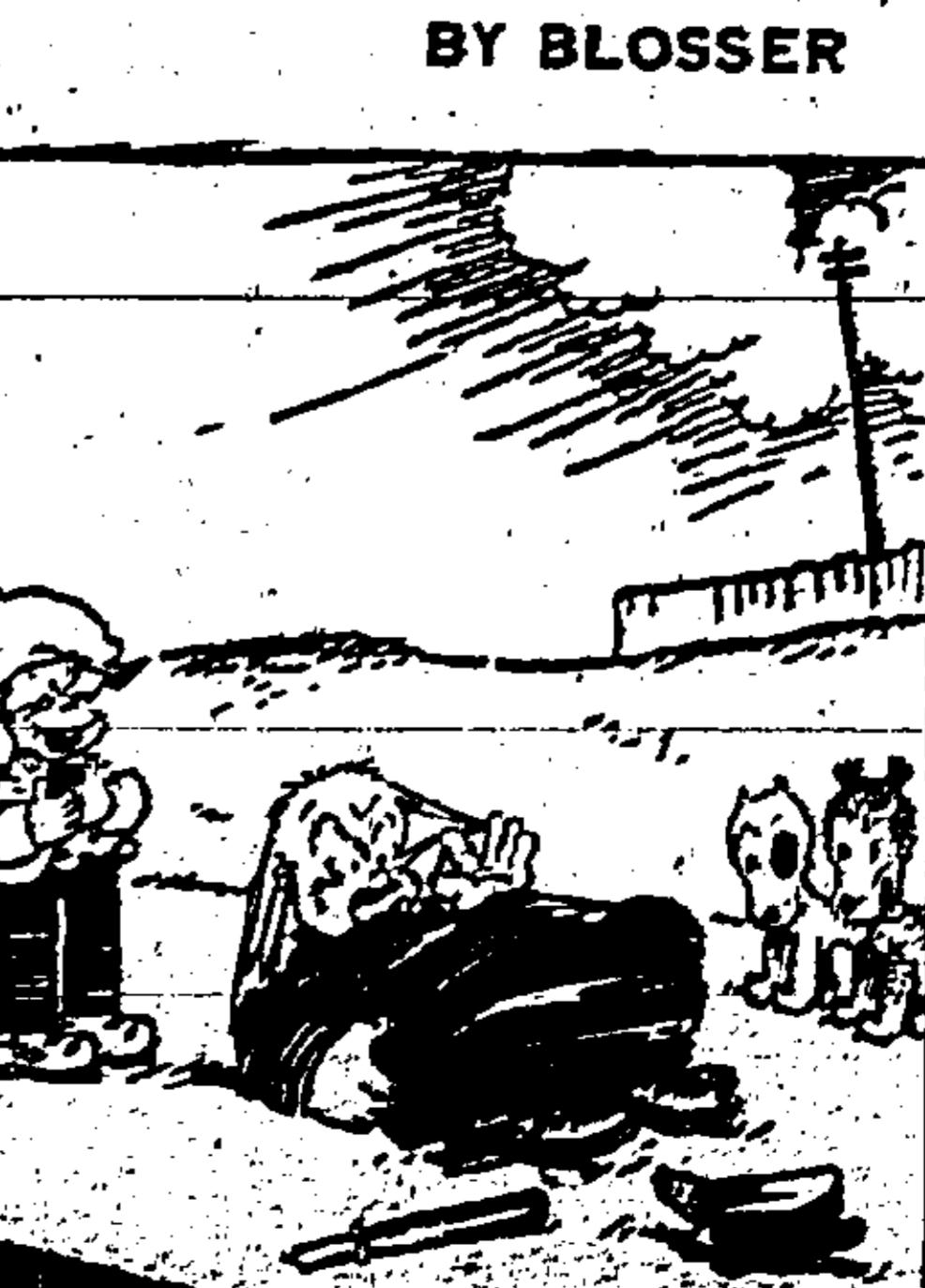
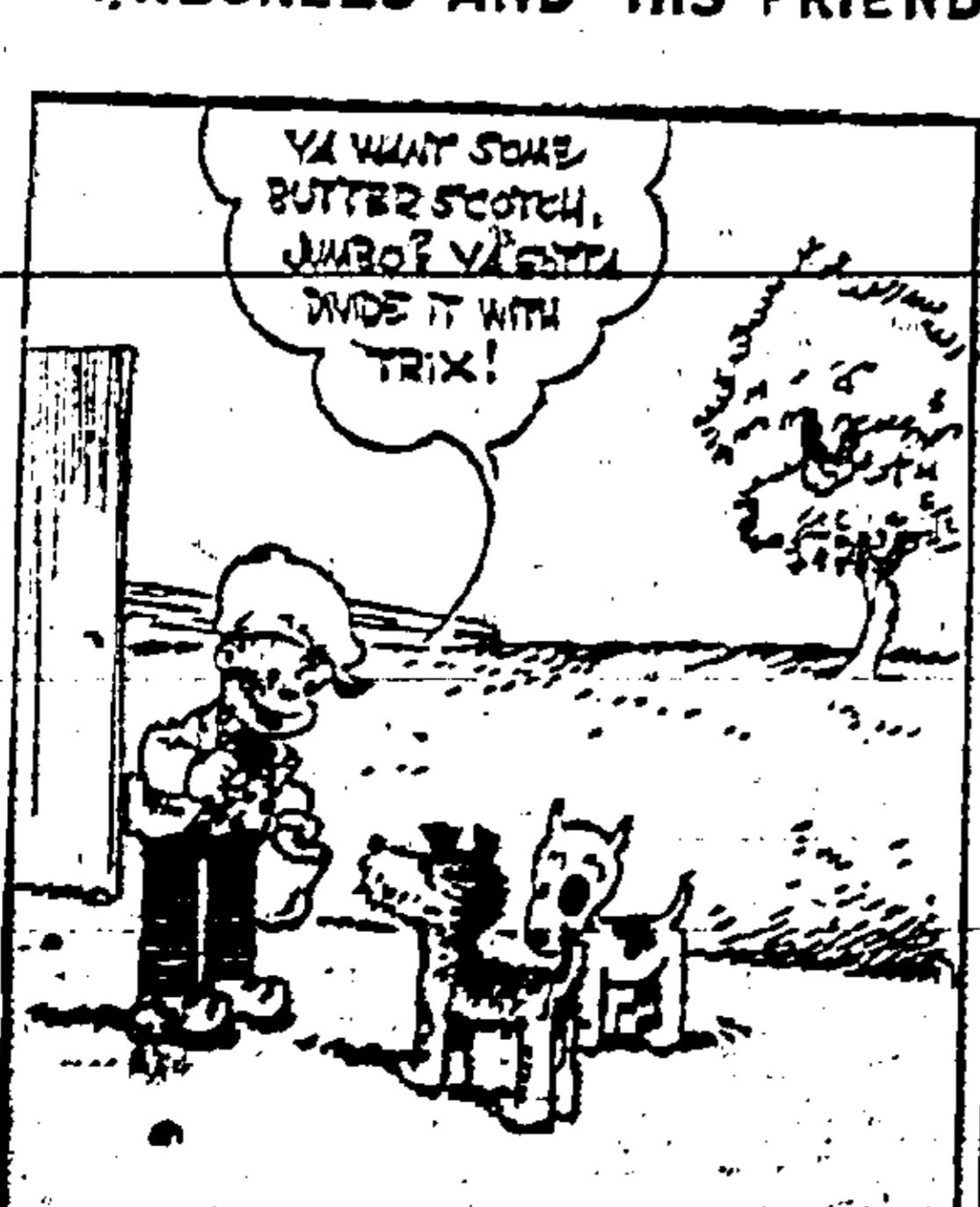
Benger's Food is sold in jars by Chemists, etc., everywhere. Full particulars and directions with each tin.

BENGER'S FOOD, LTD., MANCHESTER, England.

BRANCH OFFICES: NEW YORK, U.S.A.; SYDNEY, AUSTRALIA; TORONTO, CANADA.

## FRECKLES AND HIS FRIENDS

## We'd Say He Was Stuck on the Job.



## THORNE'S OLD VAT

"No. 4"

### SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

### A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.  
TELEPHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

"The Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. Our copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who are our agents there.

## The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 15, 1920.

### DIPLOMATIC AND CONSULAR SERVICES

We have become so accustomed to hearing nothing but praise for the American Diplomatic and Consular Services that it comes somewhat as a surprise to read in American papers of a feeling that the nation is not being so well served in this sphere as it might be. It is felt that the whole Department of State, which is one of the most important executive branches of the American Government, needs reorganising, with a view to the attraction of a better class of men into the Diplomatic and Consular Services of the country. It was not very encouraging to the would-be reformers that the Foreign Affairs Committee of the House, under pressure from party leaders for economy, recently cut something like three million dollars from the Department's estimate for the two Services named, but, happily, the Senate refused to concur in the reductions. What is of interest to us is the fact that comment is being made in the States on the circumstance that whilst a policy of curtailment is being advocated there by many politicians, the British Government has materially increased the salaries of its Consular officers and even added to their number, whilst notice is also taken of the fact that in recognition of the importance of gaining foreign markets as a means of economic recuperation, Britain has created the entirely new Overseas Trade Department, whilst France, Sweden and Holland have reorganised their foreign services with a view to developing their commercial opportunities in the period of reconstruction.

One of the sources of trouble in America appears to be that the people do not appreciate the importance of the work of the Department of State in foreign fields. This service is popularly discounted in the public mind; a fact which is no doubt in part due to the indifference of so many Americans to what is going on beyond the limits of the United States. Many people have an idea that the American diplomatic representatives abroad do little else than entertain on a lavish scale and have "a good time" in every way. Similar ideas, we are told, prevail with regard to the Consular Service. One writer says:—"Thousands of Americans have derived their ideas of the Consul's duties and general importance from the musical comedy or from the pages of O. Henry, where the Consul always appears as a middle-aged man of the world, in immaculate flannels, whose principal occupation is to stroll along a tropical beach with grave and philosophical demeanour to discuss matters of no pith and moment." It is notorious also that whenever the Consular and Diplomatic Bill comes up for discussion in Congress there is usually some member ready to sneer at the diplomats and their staffs. On a recent occasion thus spoke one Representative:—"It seems to me that if our foreign representatives abroad have got to depend for their influence on the number of pink teas they attend or the number they give, we are losing our American viewpoint. I am not in favour of appropriating money to pay either Ambassadors or secretaries or anybody else to put on social stunts and lead the lives of Europeans or other nations that spend money like water."

With regard to the diplomatic appointments, it is said that America exhibits herself abroad officially by means of a system that is perhaps the most undemocratic of its kind in the world, the allegation being that men are chosen for important posts not because of ability but merely if they happen to possess a big banking account. As to the Consular Service, the position is seemingly otherwise, for most of the men employed therein could, it is said, draw double the salaries they now receive if they entered the business world. The knowledge and experience they have obtained abroad would be invaluable to American concerns with a large export business. Before 1914 the salaries of Consuls were sufficient to hold excellent men in the service because of their love of the work. Since the outbreak of the war, however, living expenses have enormously increased and numbers of consular officers are being compelled to seek more remunerative emp'oyment. If these statements are true, then it would appear that the time has come for drastic reorganisation. One of the American papers says that young men in England without political or family influence can rise to the highest posts in both the services named. Ability alone counts, it says. We wish we could really believe it.

### NOTES & COMMENTS

#### HOTEL ACCOMMODATION.

The question of increased hotel accommodation for Hongkong has often been referred to as being something desirable but almost impracticable owing to the dearth of suitable sites. Whether that difficulty will be overcome will remain to be seen, but we noticed a rather interesting item in connection with hotel accommodation throughout the Far East in the *Continent Times* of yesterday. It stated that the Shanghai Hotels, Ltd., the owners of the Shanghai Palace Hotel, had purchased the Kado Hotel and were also acquiring a controlling interest in the Hotel des Wagons-Lits, Peking. It was further stated that this is but part of a scheme for the establishment of a chain of hotels throughout the Far East and later extending into Japan. And so it might come about that Hongkong will receive consideration on the part of this Company. It is a little difficult to see how a new hotel in the central district is going to be provided in these days of high costs, but with the opening up of other sites there should be something quite feasible and commercially lucrative in the idea of another large hotel. Apart altogether from the question of tourists the need of residents is sufficient to ensure full patronage for a hotel that is run on comfortable but not too expensive lines.

#### THE CONSORTIUM.

It is rather hard for us here in the South to follow the political news of Peking or to give it its full significance, and so it is that we welcome from our Peking correspondent a little note in reference to China's desire to borrow further from foreign Powers. He says:—"However much one might wish to see progress being made in the formation of the proposed Consortium to assist China financially, it must be admitted that the impression which Mr. Lamont leaves on the occasion of his departure from Peking is that difficulties still exist in the way of the formation of the Consortium, difficulties created by Japan and by China. Japan, after waiving her claim for the exclusion of Manchuria and Mongolia from the scope of the operation of the Consortium, has now demanded that railway projects in these two regions should be regarded as within the sphere of Japanese finance only, while China has complicated matters by declining to honour the bearer bonds floated by Germany as her share of the Hukwang Railway loan, arguing that these should be offset against German war indebtedness to this country. China has gone again; foreign advice in this matter and she has only herself to blame for the shattering of her credit which has resulted on the London and New York exchanges."

#### THE QUESTION OF LIQUID FUEL.

If Reuter's cable message to this paper the other day is to be relied upon, there is a growing interest being taken by businessmen at Home in the mineral oil deposits of the Empire, an interest which cannot fail to produce beneficial effects on the several branches of commerce and industry which depend on an uninterrupted supply of liquid fuel for their maintenance. Progress in modern engineering is towards the type of oil-consuming engines, while the boom in mechanical flying will bring an increasing demand. The future position of oil in the vital industries will have the same significance as coal—it will enrich the nation which has an ample supply while contributing in a direct way to defence in time of war. If the aeroplane is the weapon that will completely revolutionise the warfare of the future, it can be safely assumed that the nation will be well protected that can obtain an ample supply of liquid fuel for its aircraft within its own borders. Therefore, apart from the financial aspect of the question, the criticism which the businessmen at Home have directed against the reported unfavourable distribution of shares in the oil resources of Mesopotamia is well-merited. The proposal has been made to transfer these oil deposits from Government control to various private interests among which aliens are said to predominate. In view also of the report that these oil fields contain as much oil as the United States, hitherto the largest producer, some hesitation may well be forgiven before controlling share in the syndicate which is to exploit these deposits is given to foreign interests.

Indian staple changed hands at \$38.00 per picul. Quotations of Indian descriptions are \$37.40 and for Chinese grades \$40.46 per picul.

Woollens.—Market very quiet, practically no business passing.

Metals.—Small sales only. Market lifeless.

Flour Market Report.—Stock:

About 240,000 sacks. Quota-

tions:—American Patent, \$3.85

per sack; American Cut off, \$3.20

per sack; American Straight,

\$3.25 per sack; Shanghai Flour

2nd, \$3.00 per sack; Australian

No. 1, \$3.25 per sack; No. 2, \$3.00.

Java Sugar.—Market strong

and excited in consequence of

demand from America.

### DAY BY DAY.

#### EVERYTHING NEW IS IMPIOUS UNTIL WE GET ACCUSTOMED TO IT.

Yesterday's health return shows one fatal case of plague and one non-fatal occurrence of enteric—both Chinese.

Mr. W. A. Webb, the Assistant Manager of Messrs. Whiteaway, Laidlaw and Co., Ltd., is leaving to-day for Tsin-tau on holiday.

His Excellency the Governor has appointed the Hon. Mr. Kemp, K.C., C.B.E., to be a Director of the Widows' and Orphans' Pensions during the absence on leave of Mr. S. B. Ross.

His Excellency the Governor-in-Council directs that the Standard Oil Company of New York may use in the Colony for a period of six months from the 13th May, 1920, an invention relating to a method of selecting grades of lubricants for internal combustion engines and apparatus for use in connection therewith without prejudice to the Letters Patent to be granted for the said invention.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908

**THE MERCURY GARAGE CO.**

FOR  
GOOD CARS  
PROMPT SERVICE  
REASONABLE CHARGES.  
CAREFUL DRIVERS.

TELEPHONE: 977.

**NEW P. AND O.  
LINERS.****NALDERA AND NARKUNDA.**

There are now lying in Tilbury Dock two mail and passenger steamers, the Naldera and Narkunda, fresh from the hands of their builders which are believed to be the most luxurious and attractive vessels yet designed for the Indian and Australian trades.

The Naldera was launched from the yard of Messrs Card and Co., Greenwich, since amalgamated with the firm of Harland and Wolff.

Laid down on the 20th December, 1914. Although intended for completion as a passenger and mail steamer, she was, owing to the exigencies of the war, temporarily fitted out as a cargo steamer and later converted for use first as an aeroplane carrier and then as an armed merchant cruiser; but has now been entirely re-conditioned for the service for which she was originally projected. She is of 15,200 gross tons, length 605 feet, breadth 62 feet 2 inches, moulded depth main deck to keel 17 feet 11 inches and is driven by two sets of quadruple expansion reciprocating engines developing 12,000 horse-power and a speed of 18½ knots.

The first and second dining saloons are respectively at the forward and after ends of the midships portion of the main deck with elaborately equipped kitchens and culinary offices between. Both dining saloons extend through the width of the ship, and all possible care has been expended in planning their lighting and ventilation. On the main deck, aft, are several saloon cabins and bath rooms. The upper deck is entirely occupied by first and second class cabins.

The first class cabins, for two persons, fill the middle portion of the hurricane deck, on the latter part of which are the second saloon smoking and music rooms and, at the forward end, a double range of single or twin beds. Cabin ports on this deck all open under the sheltered promenade-deck amidships there is a continuous range of bath rooms.

All cabins throughout the ship have lavatory basins with continuous water supply, wardrobes, and, in many cases, writing-tables. Where the cabins are double-bunked, they are arranged on the tandem principle, so that every cabin, whether of the first or second class, has its own private or port-hole opening to the outside air.

The promenade decks, both first and second class, strike one as being wider and longer than are commonly seen, and that this is not merely an impression is proved by the structure of the upper part of the vessel which shows the promenade deck supported on brackets which splay outwards beyond the limits of the bulwarks, suggesting, constructively, what is known in architecture as an overhanging upper story. The small lateral extension above the brackets, multiplied longitudinally,

makes no immense difference in space and has been secured without the slightest sacrifice of any essential structural quality.

All the public rooms of the Naldera are panelled in dull finished brown oak, with the exception of the first-class dining saloon, the walls of which have been painted to imitate old ivory. In pleasant contrast with these vellum-like walls, are the movable chairs in natural coloured oak whose design recalls but excels the work of Heppelwhite.

Round the oval well which rises from the centre of the saloon is a riotously painted deep frieze by Professor Gerald Moira; in gay and animated tints, where nymphs and dryads disport themselves in wooded surroundings under the bright lemon-coloured sky of an Eastern sunset. The treatment of this paint-

ing is broad and effective, and when it is illuminated by the scores of electric lights placed beneath it and hidden from below by a cornice moulding, the whole of the frieze is a blaze of gorgeous colouring.

Moreover, the music room also receives its main effect from Professor Moira's work which, indeed, dominates the decorative scheme of this part of the ship, the quiet and retentive treatment of walls and ceiling contributing a rich but subdued finish to the picture.

The music saloon is divided from the dining by a light wooden bulkhead with plate glass doors. Generally, both apartments are designed and furnished in a style

which combines elegance and comfort in a superlative degree. At the outer end of the promenade deck is the first saloon smoking room the furniture of which is in the style of William III and Mary. Here are deep, roomy lounges and big arm-chairs upholstered in green morocco leather, the walls being panelled between fluted pilasters having carved caps. At its after end, the first smoking saloon opens on to a large sheltered verandah cafe, and there are, at the after end of the dining, two smaller wing verandahs with appropriate furniture. Forward of the smoking saloon on this deck are twenty single-bed cabins with abundant bath-room accommodation.

Above the smoking saloon, on the boat deck, is a second verandah cafe facing aft and overlooking the nine-sheltered second class promenade deck panelled between fluted pilasters having carved caps. At its after end, the first smoking saloon opens on to a large sheltered verandah cafe, and there are, at the after end of the dining, two smaller wing verandahs with appropriate furniture. Forward of the smoking saloon on this deck are twenty single-bed cabins with abundant bath-room accommodation.

The second class dining and smoking saloons are beautifully panelled and mahogany chairs in the style of Queen Anne, with tall backs and centre splats, inlaid with the company's crest, are part of the furniture equipment.

A striking feature of the Naldera is the gymnasium, which is situated on the promenade deck between the dining and the smoking saloon.

Here those inclined to exercise will find such novelties as an electrically-driven riding horse, a double-cycle racing machine, hydraulic rowing machine, adjustable punch ball, pulley-weight exerciser, nautical steering wheel with artificial resistances, wrist exercisers, dumb-bells, foils, etc., together with a weighing machine and height recorder.

A steward's pantry on every deck, fully equipped for immediate service, is a great convenience and will make much for the early morning comfort of passengers en voyage. There are specially arranged rooms, known as the "Incheapside" cabins, whose optional combination offers convenient facilities for family parties.

Communication between the successive tiers of first saloon accommodation on the main, upper, hurricane and promenade decks is conveniently seen, and that this is not merely an impression is proved by the structure of the upper part of the vessel which shows the promenade deck supported on brackets which splay outwards beyond the limits of the bulwarks.

The Naldera has accommodation in the first saloon for 420 passengers, and for 217 passengers in the second saloon, for all of whom the dining saloons provide simultaneous seating accommodation.

The Narkunda whose constructional history is similar to that of the Naldera was built at Messrs Harland and Wolff's Belfast yard, and has also been brought into the condition originally planned. She is of approximately the same dimensions and general character as the Naldera and like her has three funnels and a stern of the cruiser type, these ships being the earliest of P. and O. steamers to be so designed.

The character of these vessels is a matter of superlativity that it has been and is their policy to carry out a building programme which, from the passengers' point of view, shall be continuously progressive; and the Naldera and Narkunda are the first of a new series of six vessels which will, in some sense, reflect the increasing activities and wealth of the British Communities of the Southern Hemisphere.

**LOCAL WEDDING.**

MR. A. D. GEE—MISS TEDEN.

The wedding of Mr. Archibald D. Gee, manager of the Steam Laundry Company, to Miss Helen G. Teden took place quietly at St. John's Cathedral at 11.30 o'clock this morning.

The bride, who is the daughter of the late Mr. Edward Teden and of Mrs. Teden, of Romford, Essex, recently arrived in the Colony from Home. She was given away by Mr. W. E. Douglas, whilst Miss A. Hamilton was the bridesmaid. Mr. G. G. Wood superintended the bridegroom as "best man." The Rev. V. H. Moyle, Chaplain of the Cathedral, performed the marriage ceremony.

A reception was afterwards held at the Hongkong Hotel which was largely attended.

The honeymoon will be spent in Macao.

**CHURCH SERVICES.**

St. Andrew's Church, Kowloon, 16th May, 1920—6th Sunday after Easter. Choristers. Holy Communion, Morning Prayer 11 a.m. Hymn, 1; Venite, Chant 171; Psalm, 8—Chant, 9; Psalm, 21—Chant, 9; Te Deum, 3rd—Setting; Jubilate Deo, Chant 121; Hymn, 229; Hymn, 209; Te Deum, 4—A.M. Evening Prayer 6 p.m.; Hymn, 212—Tene 220; A. & M.; Psalm 21—Chant 17; Psalm, 17—Chant 97; Magnificat, Chant 112; Nunc Dimittis, Chant 227; Hymn, 51; Hymn, 61; Vesper; "Holy Father cheer our way."

St. John's Cathedral, Hongkong, 16th May, 1920—Sunday after Ascension. Holy Communion 11.30 a.m. Children's Service (10 a.m.) Matins (11 a.m.) Responses, Festal; Venite, Kempton; Psalms, 90; Stainer's (Lawes); Te Deum; Oakley in F; Jubilate, Gosseley in G; Antiphon; "Why seek ye Hopkins"; Hymn, 117; Holy Communion 12 noon; Evening Service 6 p.m.; Responses, Festal; Psalms, 148; (Baptist); 189; (Tunstall); 150; (Humphreys); Magnificat; Hallelujah; Nunc Dimittis, Wesley; Hymns, 147, 144, 204.

St. Peter's Church, West Point—Sunday after Ascension day, May 16th, 11.30 a.m. Holy Communion 11.0 a.m. Sung Matins. Preacher: The Captain, A. J. S. Stearn. Wesleyan Church, Wan Chai, Sunday 16th May, 1920. Morning Service 10.15 a.m. Evening Service 6 p.m. Preacher, Rev. S. W. Scholes. First Church of Christ, Scientist, MacDonnell Road—Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

**"DIRECT HOUSING."****BRICKLAYERS' OFFICIAL AS MUNICIPAL MANAGER?**

The Manchester Housing Committee, which sat for two and a half hours recently recommended the appointment of Mr. Lewis Watson as manager of direct houses under the Corporation at salary of £750.

Mr. Watson is secretary of the Operative Bricklayers' Society in the Manchester area, and is chairman of the National Executive of the Bricklayers' Society. He is closely associated with the Manchester Building Guild Committee. It is understood that should his appointment be confirmed at the meeting of the City Council, he will sever his connection with his trade union.

Manchester has a scheme for building 500 houses by "direct" labour, and it will be Mr. Watson's duty to engage the labour and to supervise the building operations generally. So far the Ministry of Health's approval has been obtained for the building of 100 houses by this method.

It had originally been intended that the Ministry of Health's architect should visit Manchester to hear the views of the Manchester Housing Committee on the proposed plans for cheaper houses. This meeting decided to get into more intimate touch with the Ministry, and to send a deputation to London instead.

**PRINCE'S BICYCLE TO HIGHEST BIDDER.**

The Prince of Wales has presented his Rudge-Whitworth bicycle to the fund for erecting a wayside memorial to cyclists killed in the war. The bicycle is to be sold to the highest bid.

**DAIRY FARM NEWS.**

Received new shipments

of  
**LAMB, MUTTON, BEEF,  
RABBITS, HALES,  
&c &c**

From Australia.

**KIPPERS, FINNAN HADDOCK,  
FILLET HADDOCKS,**  
direct from the Scottish Fisheries.

**PICNIC CHEESE**

Prepared by us  
and put up in neat glass jars  
at 30 cents per jar

**THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.**



PURE

**MARINE PAINT**

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

**INTERIOR DECORATION**

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE CALIFORNIA PAINT CO.

sole Agents

GERIN, DREVARD & CO.  
MOTEL MANSIONS.**NOTICES****AERTEX CELLULAR UNDERWEAR**

THE HEALTHIEST AND MOST COMFORTABLE FORM OF UNDERCLOTHING FOR HOT SEASONS WEAR ABSOLUTELY UNSHRINKABLE STOCKED IN THREE QUALITIES

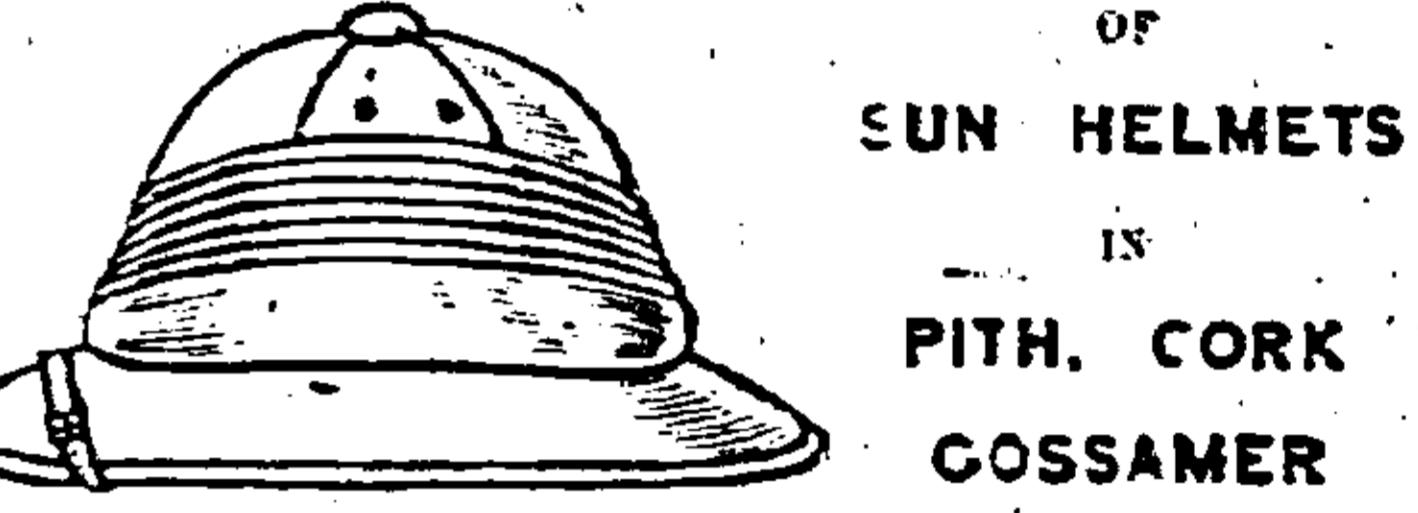
QUAL. 913	VESTS, SHORT SLEEVES	\$2.50 ea.
DRÄWERS, KNEE LENGTH		\$3.50 ea.
QUAL. 1610	VESTS "	\$3.00 ea.
DRÄWERS "		\$3.00 ea.
QUAL. 1980	VESTS "	\$4.75 ea.
DRÄWERS "		\$4.75 ea.

J. T. SHAW  
SPECIALIST IN MEN'S WEAR.  
TEL. 692. NEXT DOOR HONGKONG HOTEL. TEL. 692.

**Wm. Powell Ltd.**  
TELEPHONE 346

**GENTLEMEN'S HIGH-CLASS OUTFITTERS.**

THE STORE FOR THE BEST SELECTION



SMART AND USEFUL SHAPES STOCKED

ONLY IN  
**SUPERIOR QUALITIES**  
INSPECTION INVITED.

**NEW COLUMBIA RECORDS**

A 270	First Rose of Summer	Fox Trot	Happy Six
A 2895	Bo-La-Bo	Fox Trot	Lewis Jazz Band
	Venetian Moon	"	Kentucky Serenaders
A 2648	Ostrich Walk	Fox Trot	Guido Deiro
	Jazz Band Ball	One Step	"
A 2297	Indiana	One Step	Original Dixie Jazz Band
	Darktown Strutters	Fox Trot	"

**THE ANDERSON MUSIC CO., LTD.**  
15. DES VIEUX ROAD. TEL. 1322.

OWING TO THE CONSTANT  
RISE IN FIRST COSTS AND  
THE FALL IN EXCHANGE WE  
ARE OBLIGED TO REDUCE  
OUR DISCOUNTS TO CUSTOM-  
ERS TO FIVE PER CENT.

**CALBECK, MACGREGOR & CO.**  
15. Queen's Road Central. Telephone No. 71.

**WATER RETURN.**

Level and Storage of water in Reservoirs on May 1, 1920.

**CITY AND HILL DISTRICT WATER WORKS LEVEL**

Reservoirs 1317 1726

Gravitation Reservoirs Below overflow

Storage in millions and decimals of gallons during the month of April.

1317 1726

Consumption 28.56 44.49 Millions

Evaporation per day 131.400 132.200

Consumption per day 12.5 14.7 gallons head per day.

Average consumption per day 131.400 132.200

Analyst's report shows that the water is excellent quality.

W. CHATHAM.

Water Authority.

**STORAGE IN MILLIONS AND DECIMALS OF GALLONS.**

1317 1726

Consumption per day 28.56 44.49 Millions

Evaporation per day 131.400 132.200

Consumption per day 12.5 14.7 gallons head per day.

Average consumption per day 131.400 132.200

Analyst's report shows that the water is excellent quality.

Total 1314.6

## PACIFIC SHIPPING.

**C.P. & S.**

SAILINGS  
HONGKONG to VANCOUVER  
(via Shanghai, Nagasaki ('Mugi') Kobe & Yokohama)

FROM	TO	DUE
STAMERS, HONGKONG	VANCOUVER	June 16
Empress of Japan		May 26
Empress of Asia		June 3
Monteagle		July 21
Empress of Russia		July 2
Empress of Japan		July 1
Empress of Asia		July 20
Monteagle		Aug. 10
Empress of Russia		Aug. 16
Empress of Asia		Aug. 29
Monteagle		Sept. 5
Empress of Russia		Sept. 13
Empress of Japan		Sept. 14
Empress of Asia		Oct. 11
Empress of Russia		Oct. 21
Monteagle		Nov. 8
Empress of Japan		Nov. 9
Empress of Asia		Nov. 30
Empress of Russia		Dec. 6
Empress of Japan		Dec. 16
Empress of Asia		Jan. 3

Passage Fares Hongkong to United Kingdom.  
Kilometres or Kilometers | Fares in Pounds | Gold  
1000 Miles or Kilometers | Gold | 1000 Miles or Kilometers | Gold  
1000 Miles or Kilometers | Gold | 1000 Miles or Kilometers | Gold  
1000 Miles or Kilometers | Gold | 1000 Miles or Kilometers | Gold  
Fares and sailings subject to change without notice.

For fares and other information please apply to  
**HONGKONG OFFICE**,  
Telephone 222. Cable Address CANADIAN  
CANADIAN PACIFIC  
OCEAN SERVICES.

**ADMIRAL LINE**  
THE  
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE  
Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER  
(Calling at Shanghai and Kobe).  
"EDMORE" ... About May 13 "ICONUM" ... About June 21  
"CROSSEYES" ... June 13 "WHEATLAND MOUNTAIN" ... July 12

For PORTLAND direct.  
(Calling at Shanghai and Kobe).  
"MONTAGUE" ... June 15th  
"WIBAN" ... June 23rd  
"ABERCOM" ... July 1st

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS  
FOR FREIGHT AND PARTICULARS APPLY TO

**THE ADMIRAL LINE**  
Telephone 2477 & 2478 5th Floor, Hotel Mansions.

## SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON  
Via PANAMA.**S.S. "DRYDEN"**

SAILS ABOUT MAY 25TH.

**S.S. "WYTHEVILLE"**

SAILS ABOUT JUNE 30TH.

For freight space and particulars apply to:

**BARBER STEAMSHIP LINES INC.,  
THE ADMIRAL LINE**

Telephones 2477 &amp; 2478 AGENTS. 5th floor Hotel Mansions.

**LOS ANGELES PACIFIC NAVIGATION CO.**  
TRANS PACIFIC FREIGHT SERVICE  
HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing for Los Angeles About  
S.S. VINITA ... May 23 S.S. VINITA ... May 27  
S.S. WEST HIXTON ... June 10 S.S. WEST HIXTON ... June 12  
S.S. WEST MONTOP ... July 10 S.S. WEST MONTOP ... July 12  
Through Bills of Lading to all U.S. and CANADIAN OVER-

LAND POINTS. No transhipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE: Prince's Building, Chater Road, Telephone No. 1062.

BRANCH OFFICE: LOS ANGELES, CALIF. CHAS. E. RICHARDSON, General Agent for South China.

KOBLE, SHANGHAI, MANILA, SINGAPORE, etc.

## PACIFIC SHIPPING.

**PACIFIC MAIL S.S. CO.**

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS  
"ECUADOR," "VENEZUELA" & "COLOMBIA"  
HONGKONG TO SAN FRANCISCO  
Via Shanghai, Kobe, Yokohama & Honolulu.

## THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Tuesday, May 18th.

ALSO

The following U.S. Shipping Board vessels

S.S. "WEST CADDOW" Saturday May 2nd, for San Francisco direct.

S.S. "EASTERN MERCHANT" Tuesday May 12th, for San Francisco via

Shanghai and Japan ports.

S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual

Ports of call.

HONGKONG-CALCUTTA SERVICE

S.S. "CADDOPEEK" Saturday May 15th, for Madras, via Singapore, Port

Sweetnam, Penang, Rangoon and Calcutta.

Cargo accepted on through Bills of Lading to all Ports in the United

States and Canada, also through Bills of Lading issued to Baltimore, Havana,

Central and South American Ports.

For further information apply to -

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141. Cable Address "SOLANO."

**TOYO KISEN KAISHA.**SAN FRANCISCO LINE  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

## EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamer Tons. Leaves Hongkong.

YENO MARU 22,000 27th May.

SIRENA MARU 2,100 13th June, from Yokohama.

SEIRYO MARU 22,000 17th June.

PERSIA MARU 9,000 5th July.

KOREA MARU 20,000 14th July.

\*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, CALLAO, CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer Tons. Leaves Hongkong.

KYO MARU 17,000 12th July.

ARVO MARU 9,000 9th Sept.

SEIYO MARU — 9th Nov.

Tickets are interchangeable with the Canadian Pac. Ocean Services, Ltd.

and the Pac. &amp; At. Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, Sailing, etc., apply to

Y. TSUTSUMI, Manager, KING'S BUILDINGS.

Telephone Nos. 2374 &amp; 2375.

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

SOURABAYA

U. S. S. B. "CADARETTA"

Sailing on 14th May.

U. S. S. B. "LAKE ONAWA"

Sailing on 22nd May.

Operated on behalf of U. S. S. B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.

793 Manager.

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR  
AND  
EASTERN & AUSTRALIAN LINES.**  
(COMPANIES incorporated in ENGLAND)

TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND  
& QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

Sailings: PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	15 May, noon	Spore, Colombo & Bombay.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
MUTTRA	4,700	19th May.	Calcutta via Singapore

EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
EASTERN	4,000	25th May.	Sydney via Sandakan, Timor, Thursday Is., Cairns, Townsville & Brisbane.

SAILINGS TO SHANGHAI &amp; JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
NELLORE	7,000	17 May, 4 p.m.	Shai, Moji, Kobe, Yohama

DELTA

S.S.	Tons	From Hong-kong (about)	Destination
DELTA	18 May, d'light	Shanghai	

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 12x12x12 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to

**MACKINNON, MACKENZIE & CO.**

22 Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

KASHIMA MARU (Calling Manila) Sat., 22nd May, at 11 a.m.

FUSHIMA MARU ..... Tuesday, 13th June, at 11 a.m.

TAJIMA MARU (Calling Manila) Wed., 26th May, at 11 a.m.

KATORI MARU (Calling Manila) Friday, 2nd July, at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez

Port Said &amp; Marseilles.

MISHIMA MARU ..... Saturday, 22nd May, at noon.

SADO MARU ..... Friday, 28th May, at noon.

HAMBURG, LONDON &amp; ANTWERP via Singapore, Colombo,

Suez and Port Said.

TOYOKA MARU ..... Friday, 11th June.

LIVERPOOL &amp; MARSEILLES via Spore, Cbo, Suez &amp; Port Said.

KAMAKURA MARU ..... Friday, 28th May.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

AKI MARU ..... Wednesday, 25th May, at 11 a.m.

TANGO MARU ..... Wednesday, 23rd June, at 11 a.m.

NEW YORK &amp; HAVANA via Shanghai, Kobe, Yokohama,

Munozan, San Francisco, Panama &amp; Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY &amp; COLOMBO via Singapore.

KANAGAWA MARU ..... Sunday, 23rd May.

BOMBAY MARU ..... Friday, 28th May.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

TATSUNDI MARU ..... Sunday, 16th May.

SANUKI MARU ..... Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ..... Sunday, 23rd May, at 11 a.m.

NIKKO MARU ..... Friday, 25th June, at 11 a.m.

HANGHAI, KOBE &amp; YOKOHAMA

INABA MARU ..... Thursday, 29th May, at 11 a.m.

TSUSHIMA MARU ..... Sunday, 23rd May.

KAMO MARU ..... Thursday, 3rd June, at 11 a.m.

Further information apply to NIPPON YUSEN KAISHA,

Telephone Nos. 293 &amp; 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer From Expected on or about Will Leave on or about For

Steamer	From	Expected on or about	Will Leave on or about	For
JAYA	A—	in port	18th May	Java.
JISALAK	Japan	19th May	22nd May	Java.

The steamers are all fitted throughout with electric light and

adequate accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian

Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

York Building.

Shipping to Europe, Australia, and other Ports.

**O. S. K.**

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"BAKRE MARU" (Call Marseilles) Wednesday, 30th June.

"HIMALAYA MARU" ..... Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"PANAMA MARU" ..... Friday, 28th May.

"SEATTLE MARU" ..... Sunday, 4th July.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ..... Saturday, 13th May.

"LUZON MARU" ..... Sunday, 23rd May.

SAIGON, RANGKOK, &amp; SINGAPORE—Regular Monthly Service.

"UNSAN MARU" ..... Tuesday, 1st June.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ..... Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE &amp; ST. PAUL RAILWAY.

"AFRICA MARU" ..... Wednesday, 26th May.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALASKA MARU" ..... Monday, 24th May.

JAPAN PORTS—Moji, Kobe, Yokohama &amp; Yokohama.

"MADRAS MARU" (Call Kobe &amp; Yokohama) Wed., 26th May.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoio when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kulat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENT SIN LINE—A regular service is run from March to Nov. between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Chafou.

**COASTAL SHIPPING****INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Instruction Steamer Sailing

SHANGHAI via Swatow Hangsang Sun., 16th May at d'light.

SHANGHAI via Swatow Choyssang Tues., 18th May at d'light.

HAIPHONG via Haithow Taksong Tues., 18th May at 8 a.m.

KOBÉ Laisang Tues., 18th May at 5 p.m.

SHANGHAI Kwongsang Thurs., 20th May at d'light.

MANILA Yuensang Fri., 21st May at 3 p.m.

STORE, Pang via Amoy Fooshing Mon., 24th May at 3 p.m.

SANDAKAN Hinssang Thurs., 27th May at noon.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Panang and Singapore. Returning from Calcutta steamers proceed via Soraita and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northam and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoio when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kulat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENT SIN LINE—A regular service is run from March to Nov. between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Chafou.

**CALCUTTA LINE.**

s.s. "FOOSHING" will be despatched on or about 24th May, for SINGAPORE, PENANG via AMOY.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS &amp; CALCUTTA.

For Freight or Passage apply to

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI &amp; TSINGTAO Tean 15th May at 4 p.m.

WWEL CFHO &amp; TIENSIN Huichow 16th May at d'light.

H'HOW, PHOI &amp; H'PHONG Kallong 16th May at 9 a.m.

SWATOW &amp; SINGAPORE Hupeh 16th May at 10 a.m.

SAMARANG, SURABAYA and PANARUKAN Taikoo Wan Yi 17th May at 3 p.m.

SWATOW &amp; BANGKOK Luchow 18th May at 10 a.m.

## THE AMERICA'S CUP.

## SHAMROCK IV. AND HER CHANCES.

Francis E. Cooke writes in a Home paper:—Sir Thomas Lipton's fourth attempt to recover the America's Cup marks a new era in racing for the trophy. For many years past contests for this Cup have been carried on under an obsolete measurement rule, with the result that the yachts engaged were of no use for any other purpose. The formula itself, moreover, restricting nothing but the length and sail area, led to the evolution of a most undesirable type of vessel, which it was not in the interests of sport to foster. By challenging under the Universal Rule Sir Thomas Lipton has placed the contest upon a much more satisfactory basis, as yachts specially built for it will be eligible to compete in ordinary regatta matches in America, both before and after the Cup races. This measurement rule, originally devised by the famous designer Herreshoff, has been in general use for rating yachts in the United States for a good many years past, and has, on the whole, produced an excellent type of racing yacht. But the question most likely to interest yachtsmen on this side of the Atlantic just now is what effect the change of rating rule will have upon the chances of the challenger.

The length and sail area formula by which past Cup contestants were measured produced a very unwholesome type of boat, for the length measurement being taken on the water-line when the yacht was floating on an even keel in still water, afforded a loophole for rule-cheating of which designers were not slow to take advantage. By designing a yacht with overhanging bow and stern it was possible to secure a considerable increase of sailing length without penalty, as a vessel of that model, when heeled in a breeze, of course adds to her water-line length. The longer and lower the overhangs the greater will be her length when sailing, and in this connection it must be remembered that the modern yacht is designed to sail on her side. Now this feature in itself did not give the defenders of the Cup any undue advantage, as the designer of a challenger could, and as a matter of fact did, design a vessel of similar type.

But the question of displacement must also be considered in conjunction with that of sailing length. A certain quantity of weight in the form of ballast must be carried to enable the yacht to stand up to her sail, and the larger the sail area the more ballast she requires. It will be obvious that if weight be added to a vessel with overhanging bow and stern it will sink her lower in the water and incidentally increase her water-line length. If, however, weight be taken from the vessel's fabric above the water-line and added to the keel in the concentrated form of lead it will have the effect of enhancing her stability without increasing her water-line measurement at all.

## RACING MACHINE.

These were the lines upon which the American designers worked. They gradually reduced the scantling until they succeeded in producing Cup defenders with plating no more than 3-16in. thick, whilst the over-all measurement was more than half again as great as that of the water-line. The designer of a British challenger could not go to such extremes in the way of weight reduction, as he had to produce a yacht capable of crossing the Atlantic

on her own bottom. The American defender, on the other hand, had nothing more arduous before her than a few races off Sandy Hook in fine summer weather, and could therefore be built far lighter than her opponent. As the shape of the hull was not governed in any way by the measurement formula the designer adopted a model calculated to reduce the speed-retarding factors of skin friction and wavemaking as to minimum and there was gradually evolved a huge, shallow-bodied craft with long, flat overhangs, which carried a heavy lead keel bolted to a deep, narrow fin. She was a racing machine pure and simple, and having been built to fit a rating rule that had long been obsolete, was useless for any other purpose than a contest for the America's Cup. Such vessels were, no doubt, triumphs of engineering skill but they were extremely costly to build, and their ultimate fate, after competing for the Cup, was the scrap-heap.

When he challenged under the Universal Rule, Sir Thomas Lipton may be said to have signed the death warrant of the huge unsavoury racing machine produced under the length and sail area rule, which had for so many years dominated this contest; for the Universal Rule places a premium on displacement and discourages long overhangs. As a Cup competitor built to fit the formula will be eligible to compete in ordinary regatta matches in America her sphere of utility is considerably extended. Sir Thomas Lipton's challenge under the Universal Rule, however, caused some little stir among yachtsmen

on this side of the Atlantic in view of the fact that no British designer had ever produced a yacht under it, whilst those in the United States had been building to it for many years. It may be taken for granted, however, that Sir Thomas did not make this departure from the old conditions without giving the matter the fullest consideration. The point that probably influenced him most in his decision was that a challenger built to the Universal Rule would be more suitable for the Atlantic voyage. With her shorter overhangs she could, with safety, be built a good deal lighter than a craft of the old type, thus considerably reducing the advantage the holders of the Cup derive from their geographical position. Anyhow, Shamrock IV. is said to be built to a lighter scantling than any challenger that has previously crossed the Atlantic, and the fact remains that she has arrived at her destination unscathed and in first-class racing trim.

A NEW PROBLEM AND THE OPEN MIND.

The question of our designer, lacking experience of the rule, may not prove such a disadvantage as it would appear, for it is possible that an enterprising draughtsman approaching the problem with an open mind may hit upon speed-producing ideas that have not occurred to those who have been working to the formula for a long period with existing yachts as a basis. In Shamrock IV. Mr. Nicholson has produced a yacht quite unlike any hitherto constructed under the rule, and when seen out of water for the first time the created something of a sensation among the American experts. Whether she will be successful in recovering the trophy

matter of power, and present indications point to the challenger having to concede liberal time allowance to her opponent. Shamrock's sail area is enormous for a yacht of her measurement, and although four or five tons of lead were removed from her keel after her preliminary trials in home waters, she still carries her canvas comfortably. As further alterations are contemplated, it is possible that still more ballast may be removed, with the idea of reducing the time allowance she will have to concede to the defender. The trial matches she sailed with the 23-metre cutter of the same name before leaving England in the summer of 1914 suggested that she was very fast to windward, was useless for any other purpose than a contest for the America's Cup. Such vessels were, no doubt, triumphs of engineering skill but they were extremely costly to build, and their ultimate fate, after competing for the Cup, was the scrap-heap.

POINTS IN THE CHALLENGER.

The challenger possesses many unusual features. The keel is very long, being indeed twice the length of that of the Herreshoff yacht Resolute, and a large amount of wetted surface is usually considered detrimental to speed in light airs. But it enables the yacht to carry her lead very low down, which makes for stability and speed in Irish breeze. The water-line plan is very full, the beam being carried well into the ends of the

yacht, a trait that suggests power and a long water-line when she is heeled. It is, however, a feature that is rather heavily taxed by the measurement rule, and will tend to increase her rating. The yacht has a pronounced "tumble-home" to her topsides—that is to say, she curves in from the water-line upwards, making her beam greater on the water-line than it is on deck. This will enable her to heel to a greater angle before the water-invades her deck, and she will not have to drag her rigging and rail through the water when sailing hard. In order to get the necessary spread for the shrouds, the rigging is set up to steel outriggers. The sail plan of the challenger is very large and lofty, and she usually carries a single headsail fitted with a light boom, although she also has an alternative cutter rig.

The general impression is that Nicholson has banked on the idea of producing a very powerful boat with great speed in a breeze, fully alive to the fact that she will have to concede a liberal time allowance to the smaller defender. Whether Shamrock will be able to give away the time remains to be seen, but it is an extremely interesting experiment, and the reports received from America would indicate that the experts on the other side of the Atlantic regard her as the most dangerous challenger that has yet been sent in quest of the America's Cup. A point that must not be overlooked when estimating the chances of Shamrock is that the defenders of the Cup can no longer have the services of the redoubtable Captain Charles Barr, who was in charge of the last three defenders, as he died some years ago. Shamrock IV., on the other hand, has in the person of Mr. W. P. Burton an amateur helmsman of vast experience, who has proved himself capable of outsailing the cleverest professional racing skippers of our time.

£9,000,000 FOR HOUSING LOANS.

Middlesex County Council have decided to apply to the Ministry of Health for sanction to raise £9,000,000 for the purpose of loans to the housing authorities in the county. They propose to do this by issuing redeemable stock at 6 per cent.

## MOTOR BANDIT CHASE.

## LOCOMOTIVE IN PURSUIT.

Paris, March 23.—A daring robbery was planned by armed bandits, near Orleans, in the early hours of Friday, and was only foiled when an engine raced a carload of the robbers, and, after an exciting chase of 11 miles, succeeded in overtaking the robbers and making them captive.

Anticipating the advent of the bandits, Mr. Predele, the station-master at Orleans, organized a complete telephone service between the scene of the robbery, his station, and the police offices of the surrounding district, and was thus able to keep in touch with the bandits after they had succeeded in escaping in their cars.

Fortune favoured the watchers, for on the first night they heard the low throb of approaching motors. An open car came up the road, followed by a light motor-lorry without headlights. Through the blackness of the night the outlines of six men were seen. One of them jumped out and mounted the railway embankment to see if all was clear. He observed some distance off four lads, and his effects—their for the use of the Parsees of Navsari Baroda, and his effects—their for a recreation ground or convalescent or nursing home or hospital or for holding public meetings, and he left a

sum of Rs. 13,000, the income of which is to be applied in the upkeep of this property.

He expressed the earnest desire that his wife should not wear mourning for more than a year after his decease, and then

should move about and mix into society as she had been doing in his lifetime, and should dress and deck herself quite regardless of the custom to the contrary prevailing amongst the Parsees, adding that he had left her ample means to do so, and hoped that she would carry out this wish.

Subject to various other provisions, he left the residue of his property to his children according to the Parsee law of intestate succession, but if he should leave only daughters his property is to be divided into one more share and such one share, or if no children the whole residue, is to be applied for the advancement of education, learning, and industry in all its branches, including economy, sanitary science and art, or for the relief of human suffering or in works of public utility.

Research work is especially provided for, and amongst other things, the trustees may engage qualified and competent persons to investigate into matters pertaining to social economics and the political welfare of the Indian community, such work being to divers schemes of a practical nature and not to be undertaken from the stereotyped point of view.

They dropped their burdens at once and returned the fire, but soon saw the game was up and made for their cars at full speed, but it took them several minutes to gain the road in the storm of bullets which followed them. At last they reached their cars, jumped aboard, and started to make good their escape. Just then the stationmaster came up with a number of others. Thus reinforced, the railwaymen openly attacked the robbers and tried to come to close quarters. They were, however, repulsed, one man being killed, and the robbers succeeded in driving away. A hail of rifle shot followed them, and a couple of their tires were punctured, so that their speed was retarded.

The bandit had apparently succeeded in getting off, but soon afterwards there came in sight a racing locomotive, on which was a squad of gendarmes from Orleans. "Which way did they flee?" they asked on reaching the spot. "By the main road to Paris," was the answer. The police rushed back to the engine, while the stationmaster telephoned the news to Orleans and the neighbouring stations. The engine started off at full speed in

the bandits' wake.

To Orleans over the telephone came the story of the pursuit. "Motors with headlights have passed us," came from one signalman; from another, "Engine 500 yards behind." Gradually the engine drew nearer, till finally a message

## SIR RATAN TATA'S WILL.

## REQUESTS FOR ADVANCEMENT OF INDIA.

Sir Ratan Tata, of York House, Twickenham, Middlesex (formerly the residence of the Duke of Orleans), and of Bombay, India, a Parsee merchant, of Messrs. Tata, Sons, and Co., largely interested in the Tata Iron and Steel Mills, and various Indian cotton and power companies, and a generous donor to philanthropic institutions in India, who died at St. Ives, Cornwall, on the 5th September, 1918, aged 47 years, from the effects of being torpedoed while on passage from India to England, left estate in the United Kingdom of the gross value of £191,360 2s. 9d., with net personality £131,661 3s. 9d. His Indian property was valued for the Indian grant at Rs. 1,00,18,000, and this at the current exchange value amounts to £1,39,647, making the total value of the property £2,381,507.

The testator left his art collection at York House, Twickenham, and at Tata House, Bombay, to the Prince of Wales Museum, Rampart Row, Bombay, to be called the Ratan Tata Art Collection; his property at Navsari, Baroda, and his effects—their for a recreation ground or convalescent or nursing home or hospital or for holding public meetings, and he left a

sum of Rs. 13,000, the income of which is to be applied in the upkeep of this property.

He expressed the earnest desire that his wife should not wear mourning for more than a year after his decease, and then

should move about and mix into society as she had been doing in his lifetime, and should dress and deck herself quite regardless of the custom to the contrary prevailing amongst the Parsees, adding that he had left her ample means to do so, and hoped that she would carry out this wish.

Subject to various other provisions, he left the residue of his property to his children according to the Parsee law of intestate succession, but if he should leave only daughters his property is to be divided into one more share and such one share, or if no children the whole residue, is to be applied for the advancement of education, learning, and industry in all its branches, including economy, sanitary science and art, or for the relief of human suffering or in works of public utility.

Research work is especially provided for, and amongst other things, the trustees may engage qualified and competent persons to investigate into matters pertaining to social economics and the political welfare of the Indian community, such work being to divers schemes of a practical nature and not to be undertaken from the stereotyped point of view.

came through. "They're abreast," said a mile or so farther on. "Engines' leading."

A little farther on the robbers had to slow down at a sharp bend in the road, and what was their astonishment on turning the corner to find a barricade of hayricks drawn across the road. The local police had acted upon orders by telephone to prevent the passing of any motor-cars in the direction of Paris. The bandits, thus foiled, saw their only safety lay in flight by foot

across the fields. Shots followed them. The leader of the band was killed, and a second surrendered, but four made good their escape.

Two of them were later captured by the police in a neighbouring village at a small cafe. The other two are still at large.

**APEXIOR**  
Absolutely  
Safe and Proven Corrosive Protection  
and the Adhesive of Hard Scale.



No Heat Retardation. No Zinc Plates needed in Boilers treated with this compound!!  
The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

In use by the  
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE  
ARGENTINE AND CHILEAN NAVIES.

Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Tsingtao, China, Elder Dempster, Commonwealth and Dominion, Anglo-American Oil Co., Hudson Bay Co., Pacific Steam Navigation, Lamport & Holt, Knight, Leyland, Brocklebank, John Cocks, John Line, Nippon Yusen Kaisha, and practically all important Shipping Companies.

Agents for Hongkong & South China.

THE EASTERN ASBESTOS COMPANY,  
QUEEN'S BUILDING, CHATER, ROAD, HONGKONG

1814 ESTABLISHED 100 YEARS. 1914

JOHN  
**HADDON**

AND CO.  
Export and Import Agents

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce. Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

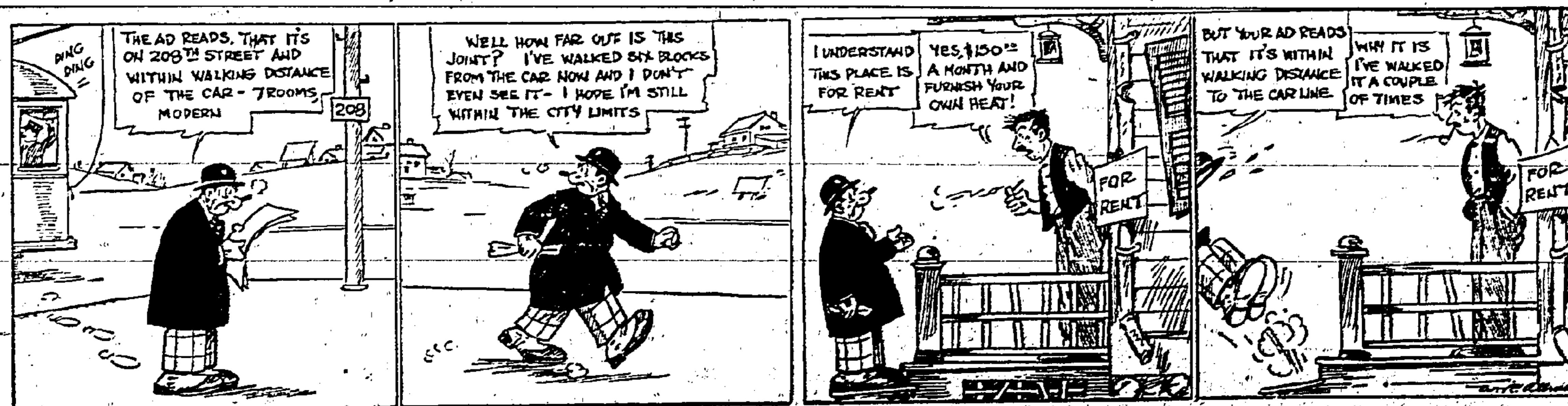
BANK CREDITS ARRANGED  
CASH ADVANCED AGAINST SHIPMENTS.

JOHN  
**HADDON**

AND CO.  
Colonial Merchants and Produce Agents, SALISBURY SQUARE, LONDON, E.C.

## DOINGS OF THE DUFFS

## Not As Advertised.



BY ALLMAN

# PICTORIAL SUPPLEMENT.



Photo: Mee Cheung.

Wedding of Capt. W. J. Campbell and Miss E. Hurdley: The bride and bridegroom



Photo: Mee Cheung.

Group taken at the Campbell-Hurdley wedding.

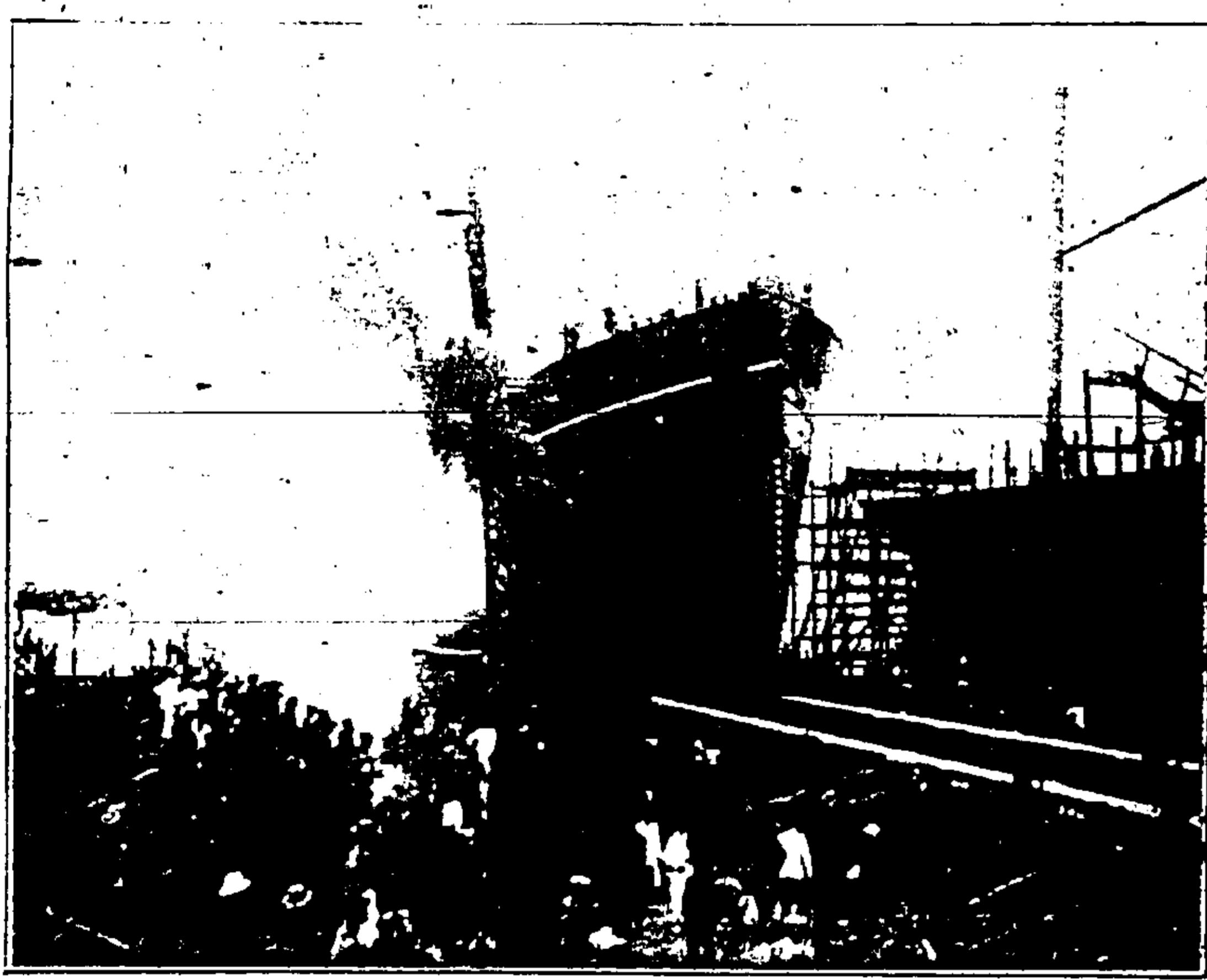


Photo: Mee Cheung.

Launching the S.S. "Szechuan" at Taikoo



Photo: Mee Cheung.

Scene at the launching of the S.S. "Szechuan".

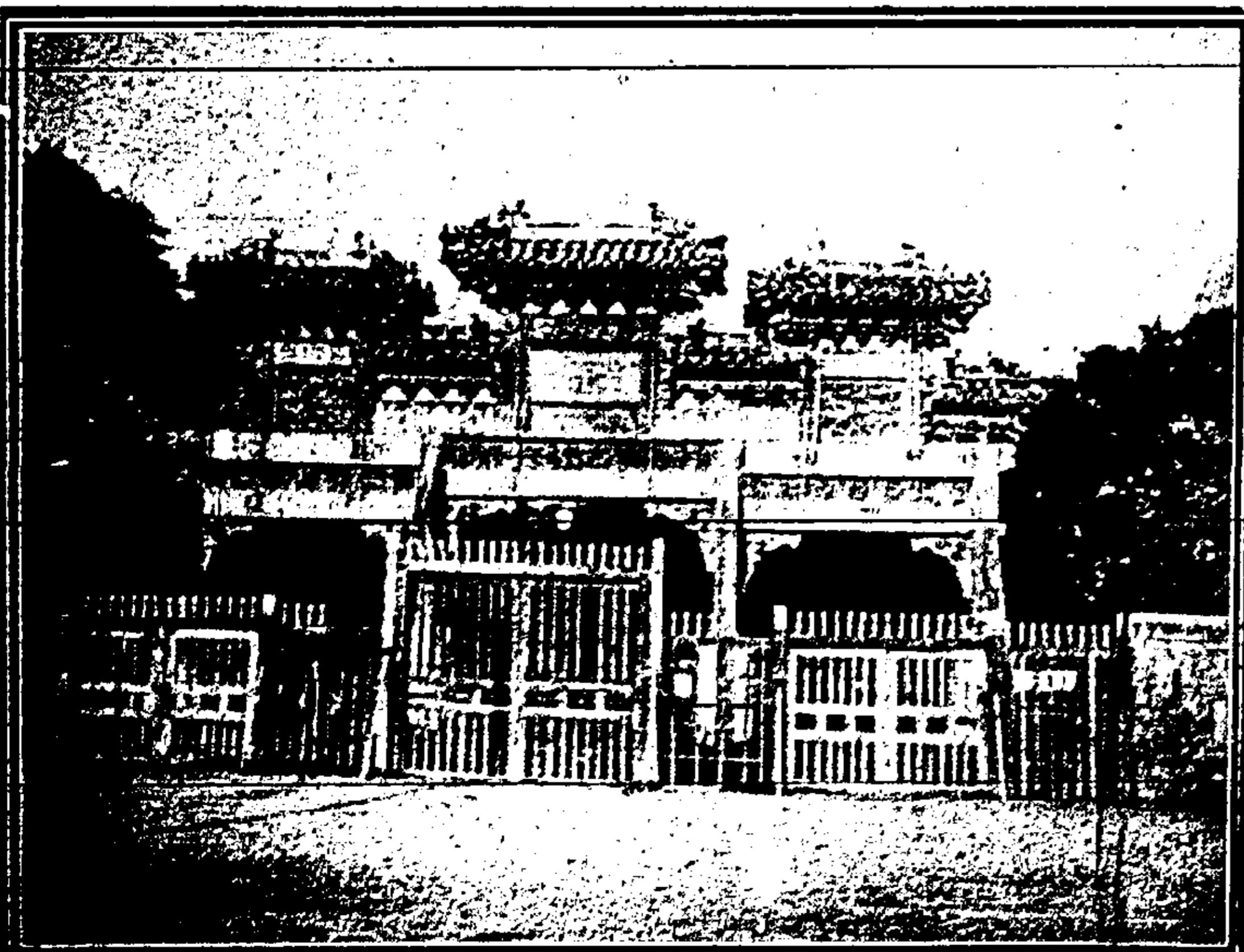


Photo: Tientsin Press.

Entrance to Lama Temple, Peking.

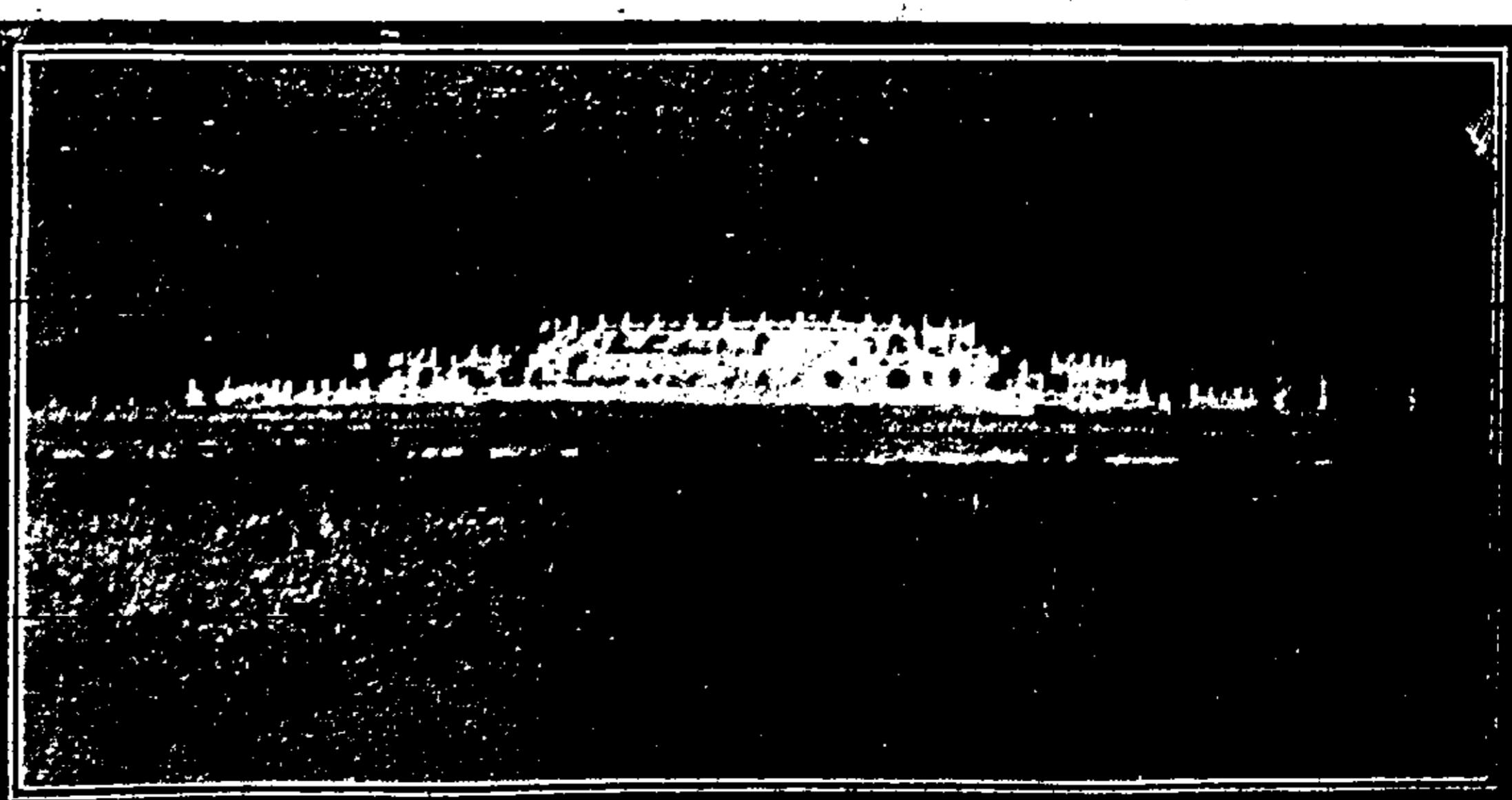


Photo: Tientsin Press.

The Altar of Heaven, at Peking.

## SHIPPING.

## AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.  
CAPITAL AND SURPLUS—U. S. \$25,000,000.00.  
LONDON OFFICE—84, QUEEN STREET, E. C.5, Haymarket, S. W.  
11, Elbury Street, S. W.  
Branches & Agencies—throughout the world.  
General Banking and Foreign Exchange.  
We maintain Foreign Trade and Travel Bureaus.  
American Business a Specialty.

## STRUTHERS &amp; DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,  
China; Manila, P.I.; Kobe, Japan, Saigon & Hongkong.During the following four Eastern weeks—  
the American Business of the United States will receive  
U.S.A. PACIFIC COAST—JAPAN, CHINA & PHILIPPINES.

For SAN FRANCISCO Direct.

U. S. S. B.

## S.S. "WEST HIMROD"

15th May, 1920.

COSMOPOLITAN SHIPPING CO. GREEN STAR LINE  
NEW YORK.HONGKONG OFFICE: 1st Floor Powell's Building,  
12, Des Voeux Rd.

## CHINA MAIL S. S. CO., LTD.

## SPECIAL SAILING

## S. S. "NILE"

HONGKONG to SINGAPORE.

The S. S. "NILE" will sail from Hongkong  
for Singapore direct on Tuesday, June 1st,  
at noon, returning or about June 14th.

For full particulars regarding freight or passage apply to

O. H. RITTER,  
Agent.Telephone, Passenger Dept., 1934.  
Telephone, Freight Dept. & Agents, 2161.

## ROYAL MAIL STEAM PACKET CO.

STEAMSHIP

## "PROFESSOR"

will sail for Shanghai only on or about the 15th May, 1920.

has excellent accommodation for 1st and 2nd Class passengers.

First class \$65.

Fares Second \$50.

For further particulars apply to

JARDINE, MATHESON & CO., LTD.  
AGENTS.

## JARDINE, MATHESON &amp; CO., LTD.

ENGINEERS & LAUNCH BUILDERS.  
MARINE MOTORS OF ALL POWERS  
IN STOCK.Works:—Pootung, Shanghai.  
Sole Agencies:—Sterling & Evinrude Motors, Makerr  
"EWO" Motors.Associated British Machine Tool  
Makers Ltd.  
H.C. Boiler Enamel.  
Lexina Ltd. (Leather-cloth).  
T. & W. Smith Ltd. (Wire Ropes).  
Imperial Light Ltd."Sareo" Steam Traps, Temperature  
Regulators &c.Linotype & Machinery Ltd.  
Pulsometer Engineering Co., Ltd.  
T. & W. Smith Ltd. (Wire Ropes).  
Imperial Light Ltd.

## NOTICE.

Yorkshire  
Insurance Co.  
Limited.

ESTABLISHED 1884.

The Undersigned AGENTS  
for the above Company are

prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOME & CO.  
AGENTS.MARTIN'S  
APIOL & STEEL  
PILLS  
for Lungs &  
Coughs

COMMERCIAL NEWS.

THE LABOUR PARTY AND  
RUBBER DIVIDENDS.  
The Dividend of 260 per cent.  
announced by the Patailing Company  
gave rise to a question in  
the House of Commons by a  
Labour member as to whether  
plantation companies came within  
the scope of the Prohibition Act.  
To all who understand how rubber  
profits are earned the question  
seems absurd, but the attitude of  
the Labour Party towards high  
dividends explains why so  
many rubber companies have  
lately reorganized their capital  
accounts. High dividends invite  
ill-informed criticism, with the  
result that rubber directors no  
longer regard it as sound  
policy for capital purposes.  
Economy and self-sacrifice in  
the past allowed Patailing to build up  
a very strong position, but such  
virtues are no longer encouraged  
and the "watering" of capital  
formerly looked upon as an evil  
has now become a fashionable  
device.

## SUGAR.

Kobe, April 28. Judging by all  
the indications, it seems that the  
situation for the Japanese sugar  
market is going from bad to worse.  
The market at the weekend suf-  
fered a fall owing to the throwing  
away of stocks by pessimistic  
merchants. Prices stood at Y38.75  
per 100 kg for April and May  
delivery, Y40.50 for May and June delivery, and  
Y41.50 for June and July delivery.  
Compared with the previous day  
(Friday), a fall of Y2 was observed.  
The cause of the fall is attributed  
to the general pessimism in view  
of the difficulty in prospect of  
getting funds next month. It is  
true that the sugar interests have  
succeeded in getting a promise  
from the banks concerning the  
advance of funds for the settle-  
ment at the end of the pre-  
sent month, but there are  
no signs of anything to do with  
the possibility of securing funds next  
month, which still keep Japan's  
economic sky heavily clouded.In this connection it will be  
found of interest that the leading  
warehouses in Osaka, Kobe and  
other cities are now filled with  
sugar to their full capacity, with  
the result that any more new  
arrivals are being rejected as it is  
impossible to take them in. The  
import of sugar from Formosa  
has proceeded very satisfactorily  
on account of the cargo space  
available as a result of the present  
shipping slump. The import  
so far is reported to amount to  
about 2,000,000 bales, of which  
1,000,000 bales are in Tokyo,  
700,000 bales in Osaka and the  
remaining 300,000 bales are re-  
distributed between Nagoya and Moji.  
On top of this large import there  
are old stocks amounting to  
1,200,000 to 1,300,000 bales, which  
were brought forward from last  
year. The demand for  
sugar in Japan has of late decreased considerably  
in view of the circumstances  
above mentioned. This fact  
accounts for the immense stocks  
in the warehouses already re-  
ferred to. The sugar interests  
are causing the import of sugar  
from Formosa to be delayed. It  
is therefore expected that the  
import will decrease consider-  
ably, for the time being, at least  
until things begin to take a  
favourable turn.

## BANKS.

## THE BANK OF CHINA.

(Specially authorized by Pre-  
sidential Mandate of the Republic  
of China on the 22nd of November,  
1917.)Authorized Capital \$60,000,000.00  
Paid up Capital 12,379,500.00  
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21  
Connaught Road Central Branches  
and Sub-branches all over  
China and Correspondents in San  
Francisco, Singapore and Tokyo.London Bankers—The National  
Provincial and Union Bank  
of England, Ltd.New York Bankers—Irving  
Trust Company.Interest allowed on Current Ac-  
counts and Fixed Deposits.  
Terms on application.Every description of Banking  
Business transacted.Loans granted on approved  
securities.Special facilities for Home  
Exchange.Interest on Fixed Deposits at  
the following rates—TSUYEE PEI  
Manager.THE INDUSTRIAL AND  
COMMERCIAL BANK, LIMITED.Head Office: 20/21 Connaught  
Road Central Branches  
DOMESTIC & FOREIGN BANKING  
SERVICE PROMPT.Current, Savings, and Fixed  
Deposits bear Interest at Rates  
2 1/4, 2 1/2, 3, respectively.J. USING LY.  
Hongkong, 7th July, 1919.HOW TO AVOID  
INFANTILE AILMENTS.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care must be taken in feeding  
them with proper food; otherwise  
they will give Mothers  
a lot of trouble. To avoid that  
trouble is to feed them with  
LACTOGEN which resembles  
human milk; easily digested and  
the promoter of healthy appetites.  
It keeps the infants thriving and  
free from all Infantile Ailments.When there are diseases pre-  
valent in the season, it is most  
dangerous for Infants and so  
great care

NOTICES.

# The "Three Castles" Cigarettes

"The Cigarette with the Pedigree"



## THE BRITISH ANTI-FOULING COMPOSITION AND PAINT COMPANY, LTD.

Registered Trade Mark.

HONGKONG: TORPEDO

HONGKONG: THE BANK LINE, LTD.

BRADLEY & CO., LTD. BRAND.

Anti-Corrosive and Anti-Fouling Compositions

All manufactured at the Company's Works, BARKING, ESSEX.

CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, broken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.  
And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Durban.

NEW YORK—THE FEDERAL COMPOSITION & PAINT CO., Ltd., 17, BATTERY PLACE.

POST OFFICE.

MONDAY, 17TH MAY.

Philippine Islands—Per YUEN-

SHANG, 21st May, 2 p.m.  
via Moi—Per NELLORE,  
17th May, 3 p.m.

SATURDAY, 22ND MAY.

Straits, Bangkok, Capo, Mauritius, L. Marques, S. Africa, India, via Dhansakudi.

Egypt & EUROPE VIA MAR-

SEILLES—Per MISHIMA  
MARU, 22nd May, Reg. 9.45 a.m. Letters 10.30 a.m.  
Swatow and Bangkok—Per LU-  
CHOW, 13th May, 9 a.m.  
Swatow, Amoy & Foochow—Per  
HAIHONG, 18th May, 1 p.m.  
Amoy & Shanghai North China—  
Per SHANTUNG, 18th May, 2 p.m.

Shanghai, North China and  
Japan via Kobe, Honolulu,

Canada, United States Central &  
South America and EUROPE VIA SAN FRANCISCO—  
Per VENEZUELA, 18th May, Reg. 2.45 p.m. Letters 3.30 p.m.

SUNDAY, 23RD MAY.

Japan via Nagasaki—Per TAN-  
GO MARU, 23rd May, 9 a.m.  
TUESDAY, 25TH MAY.

EGYPT & EUROPE VIA MAR-

SEILLES—Per MISHIMA  
MARU, 22nd May, Reg. 9.45 a.m. Letters 10.30 a.m.  
Swatow, Amoy & Foochow—Per  
HAIHONG, 25th May, 1 a.m.

Philippine Is.—Per TAMING,

25th May, 3 p.m.  
WEDNESDAY, 26TH MAY.

Philippine Islands, Australia &

New Zealand via Thursday  
Is.—Per AKI MARU, 26th May, Reg. 8.45 a.m. Letters 9.30 a.m.

THURSDAY, 27TH MAY.

Shanghai and North China—Per  
INABA M., 20th May, 10 a.m.  
Japan via Kobe, Seattle, Van-

couver—Per DELIGHT, 20th

May, 11 a.m.

FRIDAY, 28TH MAY.

Swatow, Amoy & Foochow—Per  
HAICHING, 21st May, 1 p.m.

SOLE AGENTS

NOTICES.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks

H.K. & S. Banks b. 630 ss. 625  
Marine Insurance.

Cantons n. 445  
North China n. 160  
Canton b. 190 ss. 192 1/2  
Yangtze n. 270  
Far Eastors n. 171 1/2

Fire Insurances.

China Fires n. 138  
n. K. Fires b. 300

Shipping.

Douglas b. 571 1/2

H.K. Steamboats n. 25

Iudos (Prof.) b. 191 1/2

IndoDef. b. 206 L.R. s. 207 1/2 L.R.

Shells b. 210

Ferries n. 29

Refineries.

Sugars b. 226

Malabons b. 481 1/2

Mining.

Kailan b. 115 1/2

Langkai b. 17

Shanghai Loans n. 17

Shai Explorations b. 100

Tonohs b. 37 1/2

Ural Caspian b. 27 1/2

Docks, Wharves, Godowns, &c.

H.K. Wharves n. 86

K. Docks b. 151 1/2

Shai Docks b. 131

N. Enginings n. 25

Lands, Hotel & Buildings.

Centrals b. 106

H.K. Hotels b. 124 ss. 125

L. Invest. s. 117

H'phreys Est. b. 6.50

Kloot Lands b. 40

L. Reclamations b. 14 1/2

West Points b. 51

Cotton Mills.

EWOS n. 6.83

Kung Yiks n. 1.68

Lau Kung Mow n. 1.425

Orientals n. 1.310

Shai Cottons n. 1.350

Yangtszeopos n. 1.45

Miscellaneous.

Cements b. 6.90

China Borneos

Da. Light New b. 8 1/4 & 6 1/4

China Providents b. 7.00

Dairy Farms b. 23 s. 25

Electrics H.K. s. 20

Electrics Macao s. 33

Hongkong Ropes b. 20 1/2

Hk. Tramways b. 6.50

Peak Trams, old n. 6.10

Do. new n. 80 cts.

Steam Laundries b. 4.50

Steel Foundries n. 10

Water-boats b. 13 1/2

Watsons n. 6.10

Wm. Powells n. 13

Wisemans b. 27 1/2

Hongkong, May 15, 1920.

WEATHER REPORT.

May 14, 1 P.M. 45 m.—No return from Japan and Vladivostok. Pressure has decreased slightly at the majority of reporting stations; the anticyclone has moved eastward, and the depression over Trukking has become deeper.

Hongkong: Halfhill for the 24 hours ending at 1 P.M. to-day, 1.23 inch. Total since January 1st, 241.2 inches, against an average of 15.81 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District: Forecast: E and NE or variable winds, moderate; cloudy; rain.

I. H. between Gap Rock

Forecast: E and NE or variable winds, moderate; cloudy; rain.

Portions Channel:

Forecast: E and NE winds, fresh; moderate; rain.

3 South coast of China, bet. the same between H.K. and Lamock, as No. 1

4 South coast of China bet. the same between H.K. and Hainan, as No. 1

C. W. JEFFRIES, Director.

Hongkong Observatory, May 14, 1920.

G. W. JEFFRIES, Director.

Previous: Day On date: On date: at 8 a.m. at 8 a.m. at 8 a.m.

Barometer 29.74 29.75 29.76

Temperature 75 73 78

Humidity 83 83 81

Wind Direction E E E

Wind Force 5 4 3

Weather Partly cloudy

Precipitation 0.00 0.50 134

Sea surface temperature on the 13th 75

14th 75

H.K. Observatory, May 14, 1920.

C. W. JEFFRIES, Director.

SOLE AGENTS

NOTICES.



MITSUBISHI SHOJI KAISHA, LTD.

MITSUBISHI TRADING CO.  
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF

YASAKAWA, OCHI, NUTABE, KOSHIMA,

KOSHIMOTO, KODAMA, SAKAMOTO,

SHIMONE, KAKADA, KAMITADA, SIBA,

MIYAZAKI.

Agents for DAIKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KAKATSU,

WAKAMATSU, BOUL, KURE, KOBE,

OSAKA, TSURUGA, NAOYA,

YOKOHAMA, TOKYO, HAKODATE,

MUKDEN, OTARU, VLADIVOSTOK,

PEKING, TIEN-TRIN, Dairen,

TSINGTAO, HSINKAO, HANKOW,

SHANGHAI, HONGKONG, CANTON,

MANILA, SINGAPORE, SOERABAYA,

LONDON, PARIS, NEW YORK &

SEATTLE.

Cable Address:—"WASAKI."

Codes:—AL, A.B.C. 5TH ED.

Western Union and Bentley.

AGENCY FOR THE MITSUBISHI

COAL, MARINE AND FIRE INSURANCE

CO.